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Transportation Planning for the 21st Century

2001 Annual Report

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Main Street, Butte, Montana circa 1935 – photo courtesy of the Montana Historical Society

Road between Fairfield and Bole, Montana circa 1931 – photo courtesy of MDT

Unloading supplies in Sumatra, Montana circa 1913 – photo courtesy of the Montana Historical Society

Entrance to Yellowstone Park, Gardiner, Montana circa 1935 – photo courtesy of the Montana Historical Society

Northern Pacific Railroad Marent Gulch trestle near Missoula, Montana circa 1883 – photo courtesy of the Montana Historical Society

American Airlines flagship circa 1947

Construction crew in Montana – photo courtesy of the Montana Historical Society

Snow plow near Alberton, Montana circa 1943 – photo courtesy of MDT

Center photo-surveyor in Montana - photo courtesy of the Montana Historical Society

TranPlan 21
2001 Annual Report

System Characteristics Overview
And
Policy Goals and Action Status

TRANPLAN 21
2001

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Montana Department of Transportation
November, 2001

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INTRODUCTION

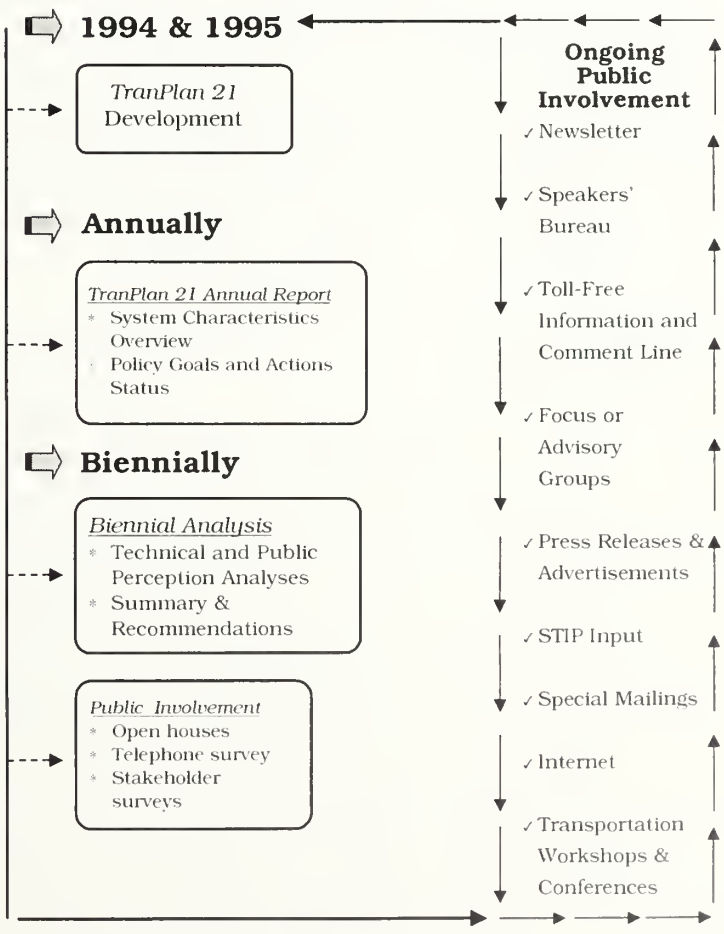
TranPlan 21 Information and Flow Chart

TranPlan 21 is Montana's first statewide multimodal transportation plan. The plan, published in February of 1995, identified the most pressing transportation issues facing Montana, evaluated future transportation concerns, and established the policy goals and actions that to guide the state's transportation system into the 21st Century.

Since 1995, MDT has published five editions of the *TranPlan 21 Annual Report* to report on the implementation of *TranPlan 21* policy goals and actions and track key transportation system characteristics. In addition, MDT monitors changes in public and stakeholder group issues and priorities through various efforts including biennial telephone and mail surveys (see flow chart). These efforts are elements of an implementation and evaluation process designed to ensure *TranPlan 21* policy goals and actions are implemented and provide MDT with information necessary to determine the need for and scope of *TranPlan 21* amendments and revisions. The process also takes into account changes in Federal and State laws and regulations, organizational changes, legislative initiatives, and changes in Executive Branch priorities.

A majority of *TranPlan 21*'s policy goals and actions have been completed and the remaining are in the process of being implemented. In light of this and other issues, MDT began the *TranPlan 21* Update in September. The update will result in changes including more emphasis on economic development, development of a stronger link to the Department's Performance Programming Process (P3), and other issues raised during the update process. Other changes include the *Annual Report*. Additional Department information, an Appendix, and economic development information are now part of the *Annual Report*. More changes may be made after the update is completed in September of 2002.

TranPlan 21 Implementation and Evaluation Process



Mission Statement

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

MDT faces many challenges in providing the state transportation system. These challenges include, but are not limited to:

- Maintaining a vast highway system
- Providing service to areas with increased traffic in specified corridors
- Planning for uneven growth throughout the state
- Uncertainty of funding and more transportation needs than funds
- A large and diverse state with many needs

Primary Responsibilities

The Montana Department of Transportation is primarily responsible for the following duties:

- Planning and design
- Contract administration
- Material design and testing
- Property acquisition
- Fiscal programming and cost accounting
- Enforcement of vehicle weight and dimension laws and the Outdoor Advertising Control Act
- Management of the state motor pool
- Highway, bridge, and rest area maintenance
- Public transportation, rail programs, and planning
- General aviation airport planning
- Highway traffic safety

Transportation Commission

Montana's Transportation Commissioners are appointed by the Governor to represent each of MDT's five financial districts. They represent a citizen's perspective on transportation issues. As a citizen commission the members ensure that anyone who has an issue is heard and that the planning and development of Montana's transportation facilities are balanced and provide benefits to the entire state. Listed below are Montana's Transportation Commissioners and the districts they represent.

District 1

Dan Larson
(406) 293-3304
Libby, MT

District 2

Shiell Anderson
(406) 222-1164
Livingston, MT

District 3

Dan Rice
(406) 727-7500
Great Falls, MT

District 4

Nancy Espy
(406) 436-2588
Broadus, MT

District 5

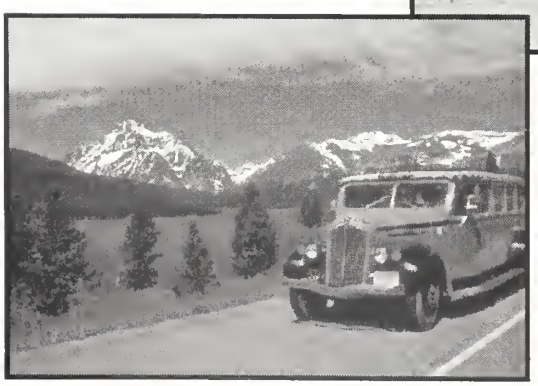
Meredith Reiter
(406) 245-7474
Billings, MT

Counties in each district:

District 1	District 2	District 3	District 4	District 5
Missoula	Silver Bow	Cascade	Powder River	Yellowstone
Flathead	Gallatin	Lewis & Clark	Phillips	Fergus
Ravalli	Beaverhead	Hill	Custer	Carbon
Lake	Madison	Chouteau	Dawson	Big Horn
Powell	Deer Lodge	Toole	Roosevelt	Musselshell
Sanders	Broadwater	Blaine	Valley	Stillwater
Granite	Meagher	Pondera	Richland	Treasure
Mineral	Park	Teton	Rosebud	Judith Basin
Lincoln	Jefferson	Glacier	Sheridan	Sweet Grass
		Liberty	Daniels	Wheatland
			Fallon	Golden Valley

SYSTEM CHARACTERISTICS OVERVIEW

Economic Development



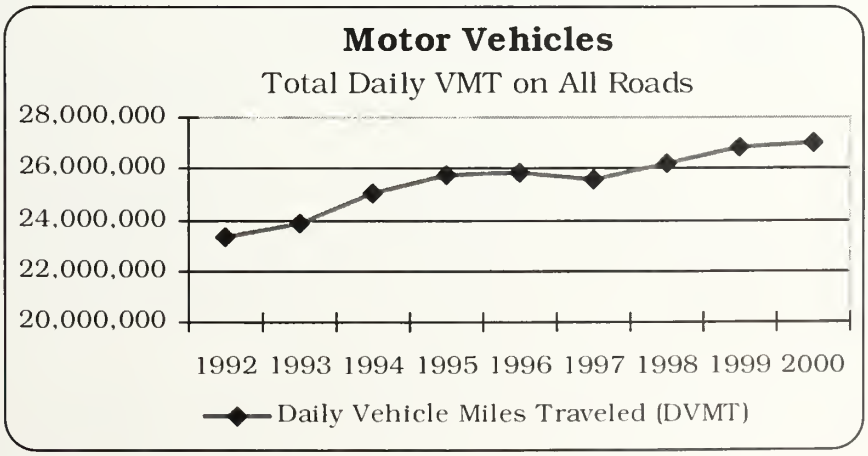
Use of Different Transportation Modes

TranPlan 21 has initiated an approach to planning and managing Montana's transportation system that includes all modes, considers how we can use the existing system effectively, and takes into account the entire system. The goal - a statewide multimodal transportation system that includes facilities and services operated by many different units of government and the private sector. The success of this requires a close collaboration and partnership between MDT and other transportation providers.

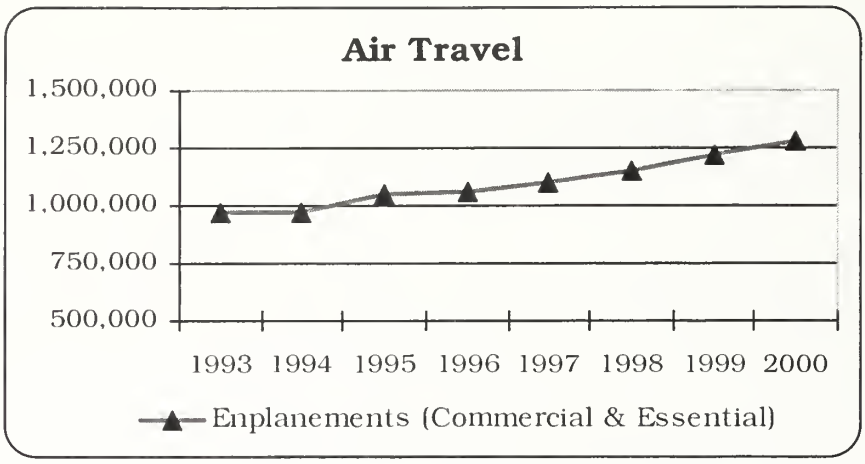
Montana is one of the most rural states in the nation in both population and transportation characteristics. This, coupled with vast distances and geographic scale, means that Montana needs a variety of transportation modes to function economically. Fortunately, Montana has extensive passenger and multimodal freight transportation systems. These systems serve a variety of different transportation demands and trip purposes. Montana citizens, businesses, and visitors alike have a high level of mobility. However, the potential for modal trade-off is somewhat limited due to Montana's low population and extremely low population density.

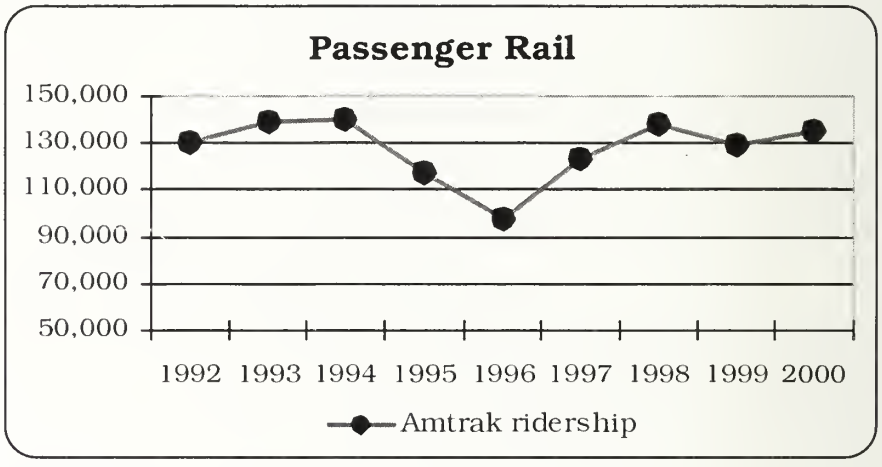
The availability of more than one mode ensures that users have a choice of modes. Competition between modes is a distinguishing characteristic of multimodalism. This occurs where the markets, or demand for modes overlap and it is possible to make choices or trade-offs between modes. Montana has little competition because each mode often tends to serve entirely different markets.

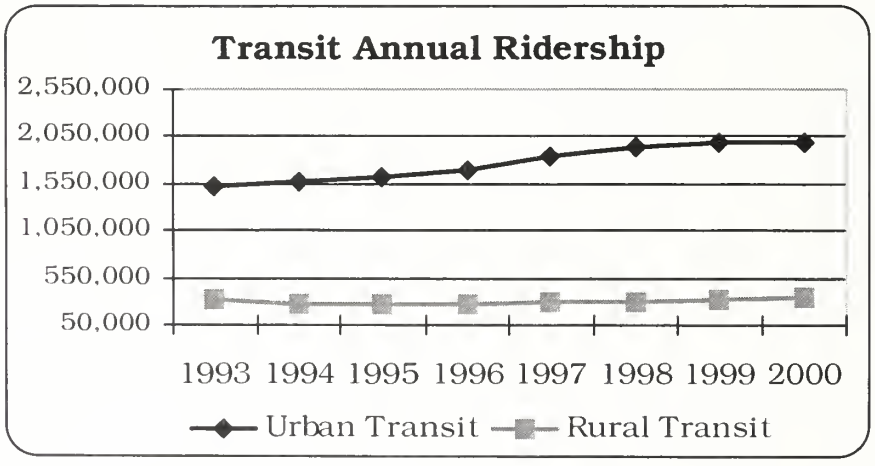
The graphs on this page and the following pages illustrate how the use of some modes in Montana has fluctuated over the years. It is important to examine these fluctuations carefully, because they can be caused by a variety of factors that may not be immediately evident. For example, Amtrak's Empire Builder reduced its daily operations to four days a week from February 1995 to May 1997.



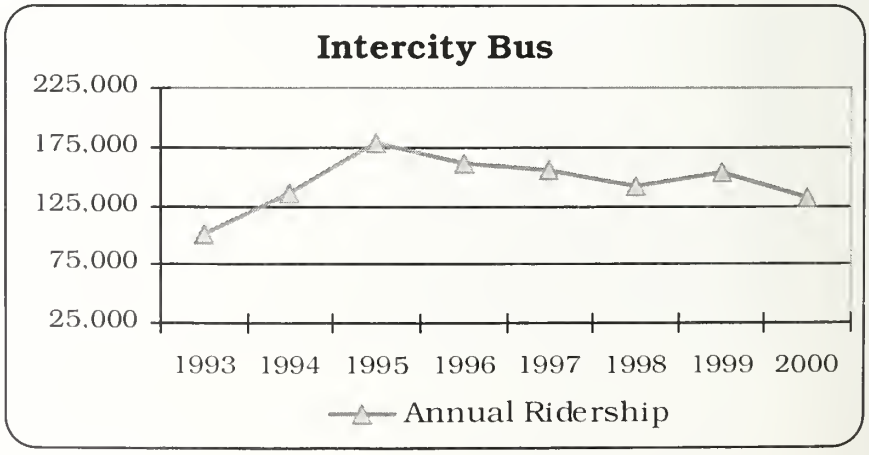
Use of Different Transportation Modes







NOTE: Powder River Trailways intercity bus annual ridership data is not available.



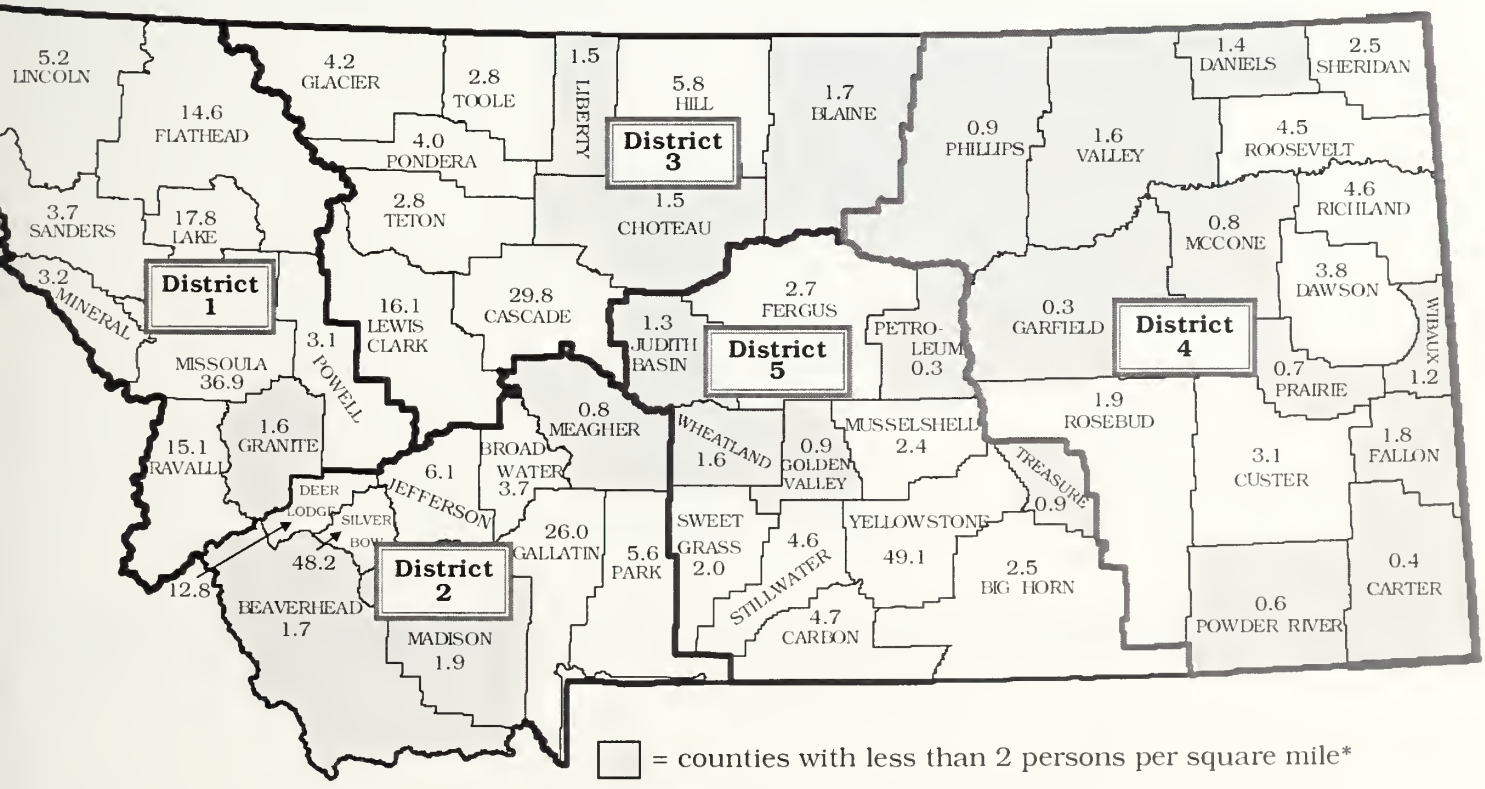
Refer to Exhibit 6 in *TranPlan 21*

County Population Density

Montana's projected economic and population trends indicate a state with distinct regional differences. These differences can be readily seen in the population densities of Montana's counties. Population density for the entire state in 2000 was 6.2, although there are counties with greater densities. For example, Missoula, Gallatin, and Yellowstone counties have densities more than double the statewide average (see map) and less than the national population density average of 79.6 persons per square mile. At the same time there are several counties that fall under the definition of "frontier"* with less than 2 persons per square mile. Most of these "frontier" counties are located in the eastern part of the state.

Regional differences can also be seen in the public's perception of transportation problems. For example, District 1 residents in western Montana feel that traffic congestion is a serious to moderate problem, while residents in the more rural districts feel adequate rest areas are a bigger concern (*2001* and *1999 Public Involvement Telephone Surveys*).

NOTE: *The 19th Century Census Bureau "frontier" standard was the area west of the 98th Meridian with fewer than two persons per square miles.



The 19th century Census Bureau "Frontier" standard was the area west of the 98th meridian with fewer than two person per square mile.

ource: U.S. Bureau of Census

Montana's Most Populous Counties

Population growth is one of the key factors affecting the future supply and demand of transportation in Montana. Between 1980 and 1990, population in the state grew by only 10,000 or 1.3%. Since 1990 the state's population has increased over 10% with significant growth in western Montana and the Billings and Bozeman areas (see chart below).

Data indicates that future growth will continue in rural areas surrounding the city limits. This growth creates transportation demands that are a challenge to serve. In addition, growth is usually uneven which adds to the difficulty for planning, maintaining and building Montana's transportation system.

COUNTIES	POPULATION			% CHANGE	% CHANGE
	1980	1990	2000	1980 - 1990	1990 - 2000
Cascade	80,696	77,691	80,357	**-3.7%**	3.4%
Flathead	51,966	59,218	74,471	14.0%	25.8%
Gallatin	42,865	50,463	67,831	17.7%	34.4%
Lake	19,056	21,041	26,507	10.4%	26.0%
Lewis & Clark	43,039	47,495	55,716	10.4%	17.3%
Lincoln	17,752	17,481	18,837	**-1.5%**	7.8%
Missoula	76,016	78,687	95,802	3.5%	21.8%
Ravalli	22,493	25,010	36,070	11.2%	44.2%
Silver Bow	38,092	33,941	34,606	**-10.9%**	2.0%
Yellowstone	108,035	113,419	129,352	5.0%	14.0%
Statewide Population	***789,065***	***799,065***	***902,195***	***1.3%***	***12.9%***

Source: U.S. Bureau of Census
Refer to Exhibit II-7 in *TranPlan 21*

Per Capita Personal Income by County

Per Capita Personal Income is often used as an indicator of the character of consumer markets and the economic well-being of the residents in an area. Per Capita Personal Income by county is the mean (average) income computed for every man, woman, and child in each county in Montana. It is derived by dividing the total income of each county by the state's total population. Economic censuses are completed every five years. The map below reflects the last survey done in 1997.

Residents in a majority of Montana's counties earn $15,000 to $20,000 per capita personal incomes. The counties vary greatly from a low of $13,139 in Carter County to a high of $26,120 in Daniels County.

Source: Survey of Current Business - July 2000
U.S. Department of Commerce
Refer to Exhibit II-7 in *TranPlan 21*

Service Industries

The two top industries in Montana with full-time and part-time employment are services and retail trade. Private service industries such as health care, recreational activities, legal services, and management consulting are projected to be among the fastest growing in Montana and throughout the entire nation. Much of the growth is due to factors such as an aging and more affluent population, growth in health-related services, a growing demand for business support services, and the growth in tourism and recreation. Earnings in these industries are projected to double over the next twenty years. The growth of the service sector is creating new and different demands on the transportation system.

As service-related businesses continue to become more important components of Montana's economy, transportation needs within the state will expand. Emerging new service businesses are likely to utilize time-sensitive package delivery services, air transportation and electronic media to support their day-to-day business activities.

RETAIL TRADE	EARNINGS 1992	EARNINGS 1999	EARNINGS GROWTH 1992-1999	% CHANGE 1992-1999
Building materials	$85,279	$133,538	$48,259	56.6%
General merchandise	$100,603	$148,359	$47,756	47.5%
Food stores	$184,025	$214,506	$30,481	16.6%
Automotive dealers	$211,513	$307,488	$95,975	45.4%
Apparel and accessory stores	$32,465	$33,729	$1,264	3.9%
Furniture and home furnishings	$53,877	$84,216	$30,339	56.3%
Eating and drinking places	$281,717	$368,532	$86,815	30.8%
Miscellaneous retail	$157,359	$202,021	$44,662	28.4%
TOTAL	***$1,106,838***	***$1,492,389***	***$385,551***	***34.8%***
PERSONAL BUSINESS & SERVICES				
Hotels and other lodging	$97,733	$155,842	$58,109	59.5%
Personal services	$81,610	$112,719	$31,109	38.1%
Private households	$20,523	$23,321	$2,798	13.6%
Business services	$215,616	$437,343	$221,727	102.8%
Auto repair, services and parking	$94,421	$151,946	$57,525	60.9%
Miscellaneous repair services	$42,484	$63,723	$21,239	50.0%
Amusement and recreation services	$90,194	$120,642	$30,448	33.8%
Motion pictures	$19,316	$27,041	$7,725	40.0%
Health services	$916,312	$1,307,153	$390,841	42.7%
Legal services	$128,601	$173,497	$44,896	34.9%
Educational services	$47,204	$83,984	$36,780	77.9%
Social services	$103,159	$177,073	$73,914	71.7%
Museums and gardens	$1,843	$3,366	$1,523	82.6%
Membership organizations	$118,594	$171,740	$53,146	44.8%
Engineering and management services	$182,300	$347,044	$164,744	90.4%
Miscellaneous services	$34,418	$56,967	$22,549	65.5%
TOTAL	***$2,194,328***	***$3,413,401***	***$1,219,073***	***55.6%***

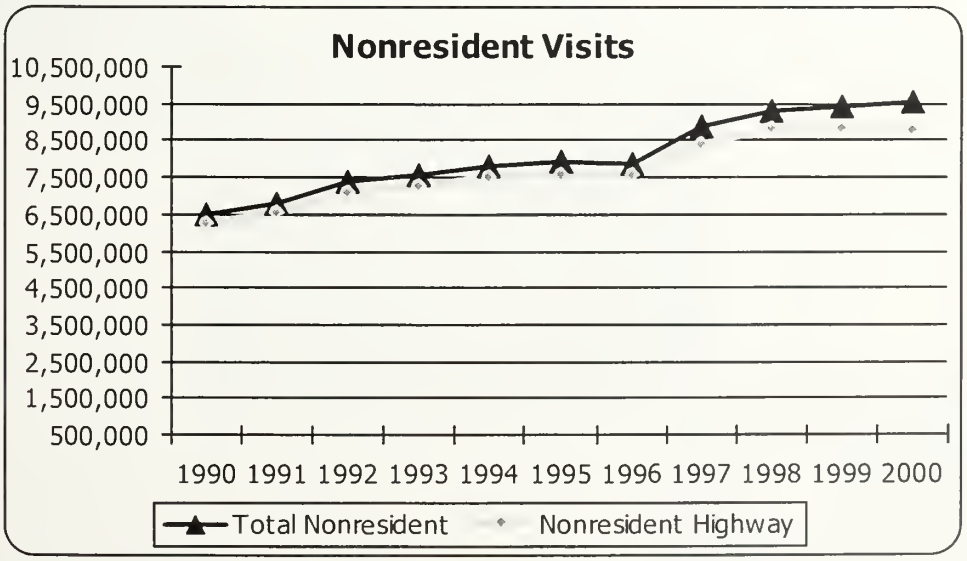
Source: U.S. Bureau of Economic Analysis
Refer to Exhibit II-23 in *TranPlan 21*

Tourism Trends

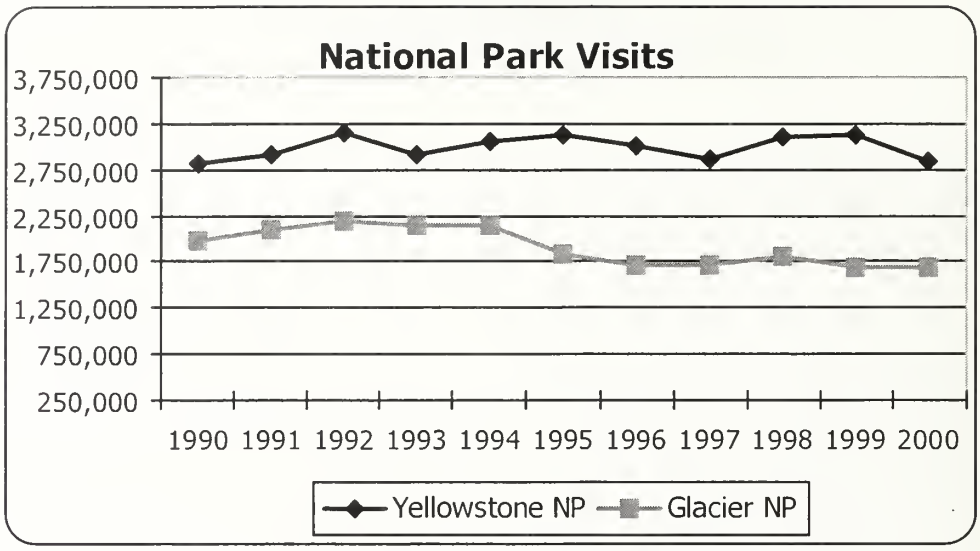
The tourism industry has a significant economic impact in Montana. In 2000, nonresident visitation to Montana totaled 9.51 million travelers who spent an estimated $1.66 billion. Out of these visitors, 94% entered Montana by highway. Nonresident visitation to Montana has increased steadily in the past 10 years. Yellowstone and Glacier National Parks continue to be the major destinations in Montana, even though Yellowstone experienced a drop in visitations in 2000. Ski resorts are also among the most popular travel and tourism destinations.

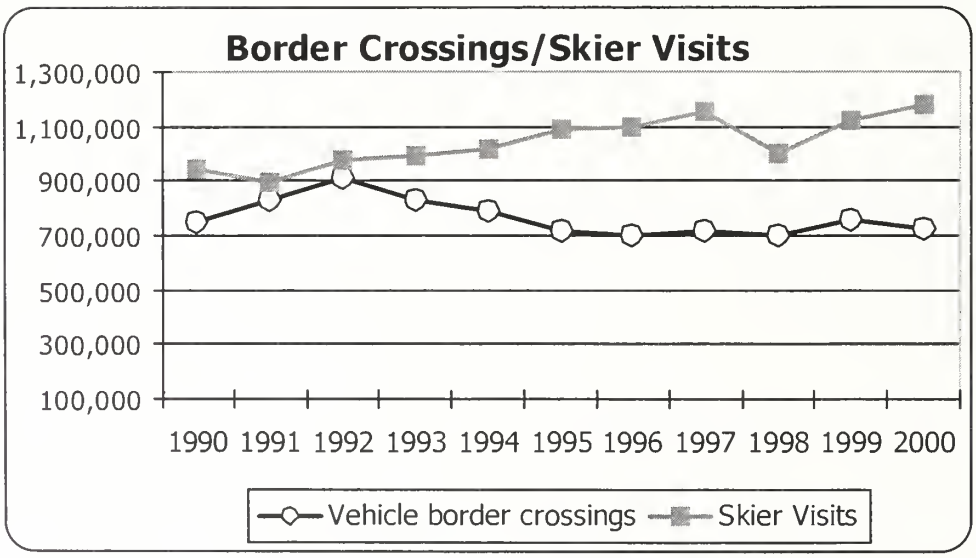
Travel and tourism is expected to continue to grow over the long term. Events such as the Lewis and Clark Expedition Bicentennial are anticipated to boost Montana's visitor numbers. In addition, several trends including a growing population in the United States and Canada with increased leisure time will contribute to this continued growth.

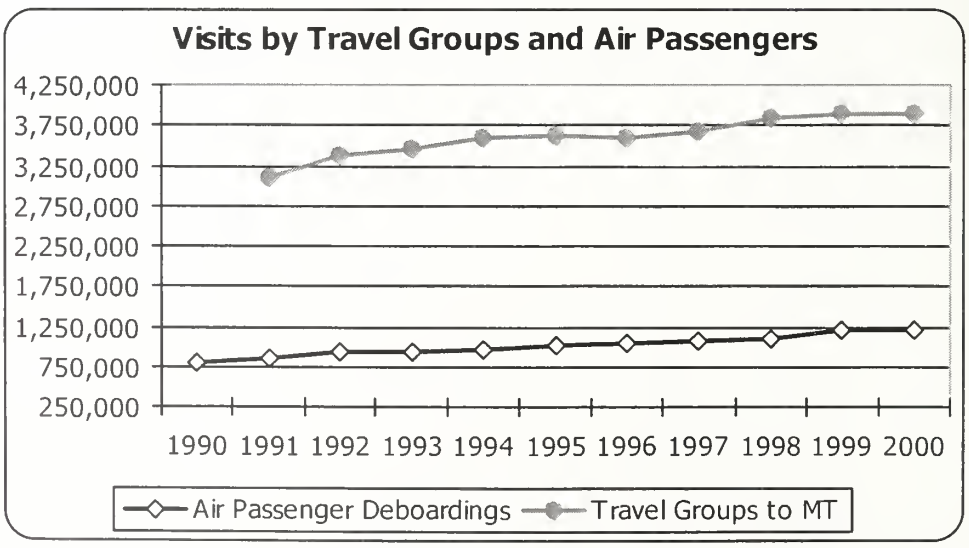
The growth of tourism and recreation raises concerns for statewide and regional transportation planning. In particular, as visitor numbers increase, traffic volumes on key routes used by tourists will also increase. Issues of congestion and potential safety problems may become more prevalent particularly for destination areas such as the Flathead Lake / Glacier National Park area served by US 93.



Tourism Trends







Source: University of Montana, Institute for Tourism and Recreation Research
Refer to Exhibit II-19 in *TranPlan 21*

Economic Development

Montana's transportation system contributes directly and substantially to the state's economy. The system provides benefits to the state at three levels:

1) Employment
2) User benefits
3) Economic productivity

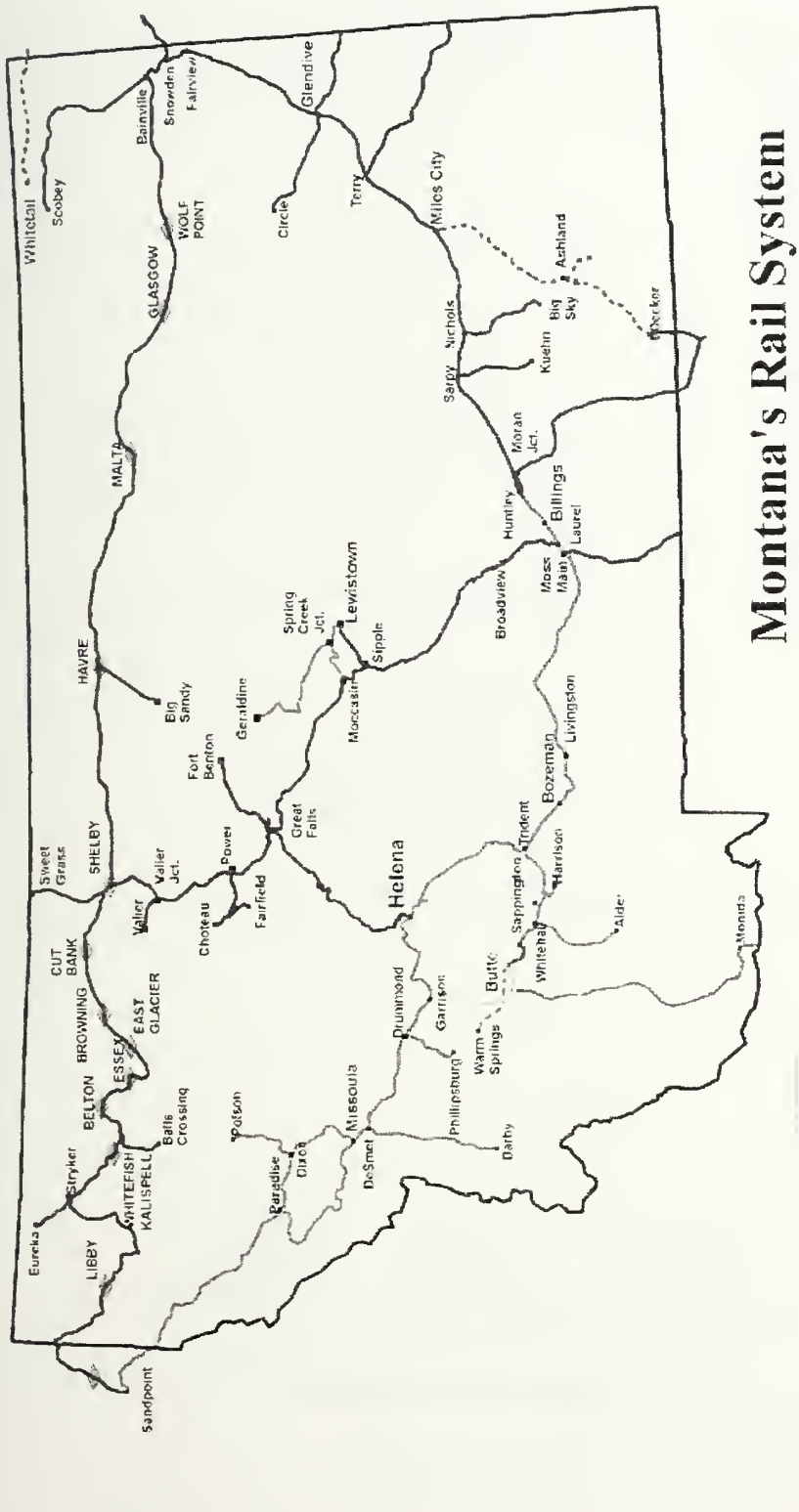
In addition to planning, building, and maintaining the transportation system, the Department contributes to economic development activities in a variety of ways including:

- Partnering with other groups and state agencies to prepare for the Lewis and Clark Expedition Bicentennial
- Developing a new rest area program to improve the maintenance and design of rest areas and provide for more rest areas to be open during the winter
- Partnering with local governments to accelerate major projects
- Supporting community orientated projects such as the statewide rail grade separation study and enhancement projects through CTEP
- Providing transit funding to 90 local providers
- Funding 14 City Park Rest Areas
- Providing bicycle and pedestrian planning assistance to local governments

SYSTEM CHARACTERISTICS OVERVIEW

Freight Mobility

Freight Rail Network

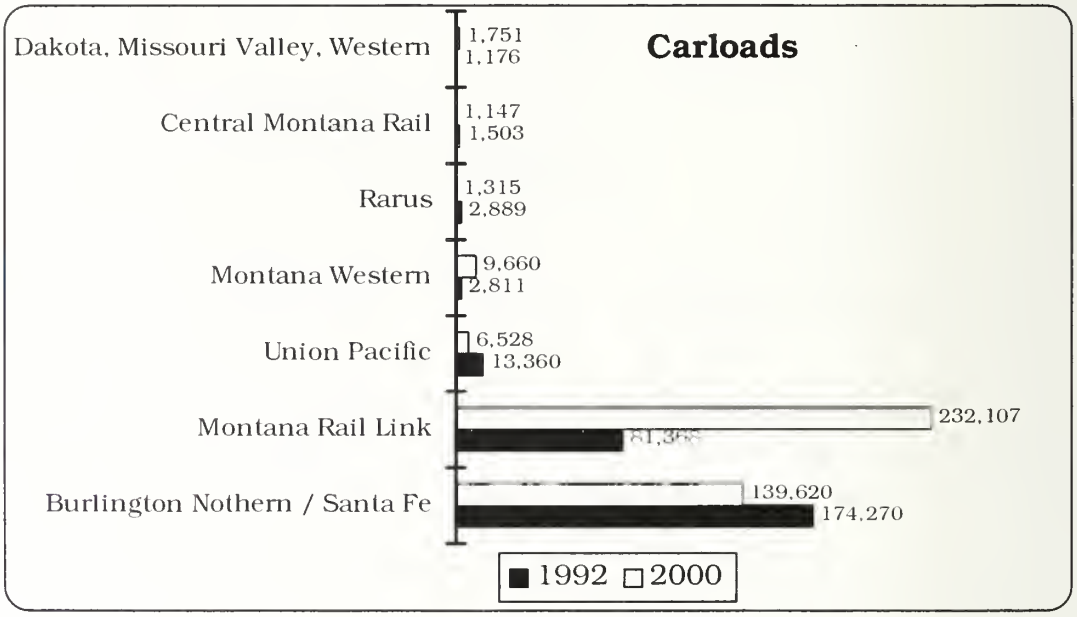


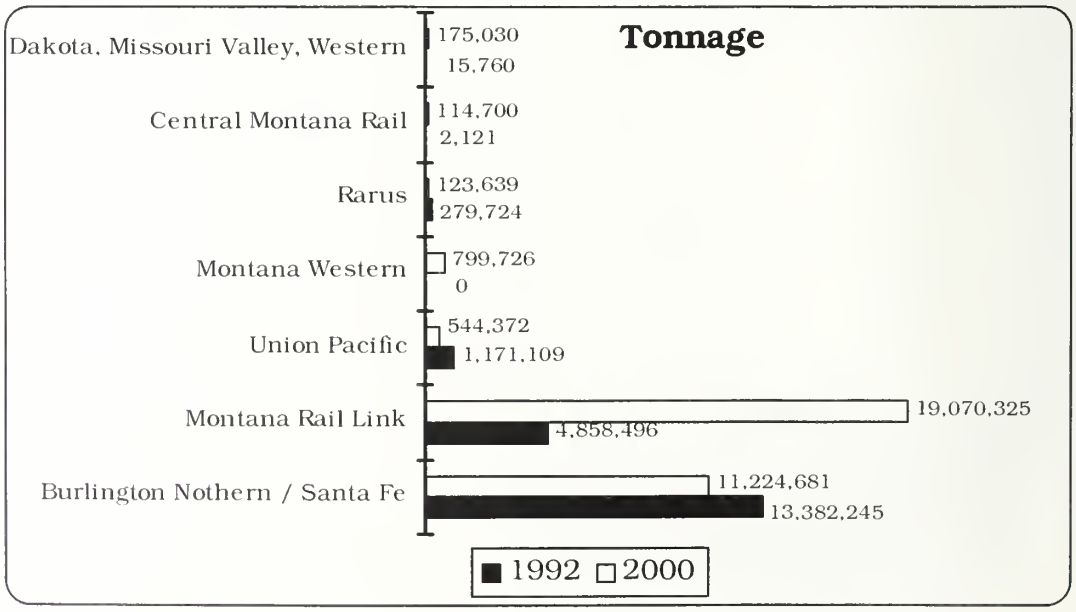
Montana's freight rail system is a key element of Montana's overall transportation system. Not only does it serve Montana, but it also is used by "bridge" traffic passing through the state. Montana has seven freight railroads operating within the state. Burlington Northern/Santa Fe Railway is the largest railroad operating 2,135 route miles within Montana.

Total Originating and Terminating Non-coal Rail Freight

Montana's freight rail system includes 3,344 miles of track. Although track mileage has declined since 1980, the volume of freight shipped by rail has remained relatively steady. In 2000, rail freight moved a total of 392,226 non-coal carloads to and from Montana shipping points. Grain, coal, and miscellaneous freight are the primary goods shipped by rail. Burlington Northern/Santa Fe (BNSF) and Montana Rail Link are the leaders in Montana's freight rail market. BNSF's dominance is even more dramatic when its coal shipments are taken into account.

During the 1980s, almost 1,400 miles of track were abandoned in Montana. In other cases, branchlines that were formerly operated by major railroads now operate as independent short lines. Communities no longer directly served by rail must now haul their commodities to the nearest transfer facility by truck. Although short line operators do not move a large amount of Montana's commodities, they do play an important role in moving commodities from rural areas to the mainlines.





Source: Montana Public Service Commission & Rail Operators, Annual Reports
Refer to Exhibit IV-33 in *TranPlan 21*

Rail Freight Shipments by Commodity

Montana's freight rail industry meets demands of the state's basic economic sectors. The freight rail market for bulk commodities in Montana has the following categories:

Agriculture and Related Commodities Includes - Farm Products, Fresh Fish as well as Other Marine Products, and Food and Kindred Products.

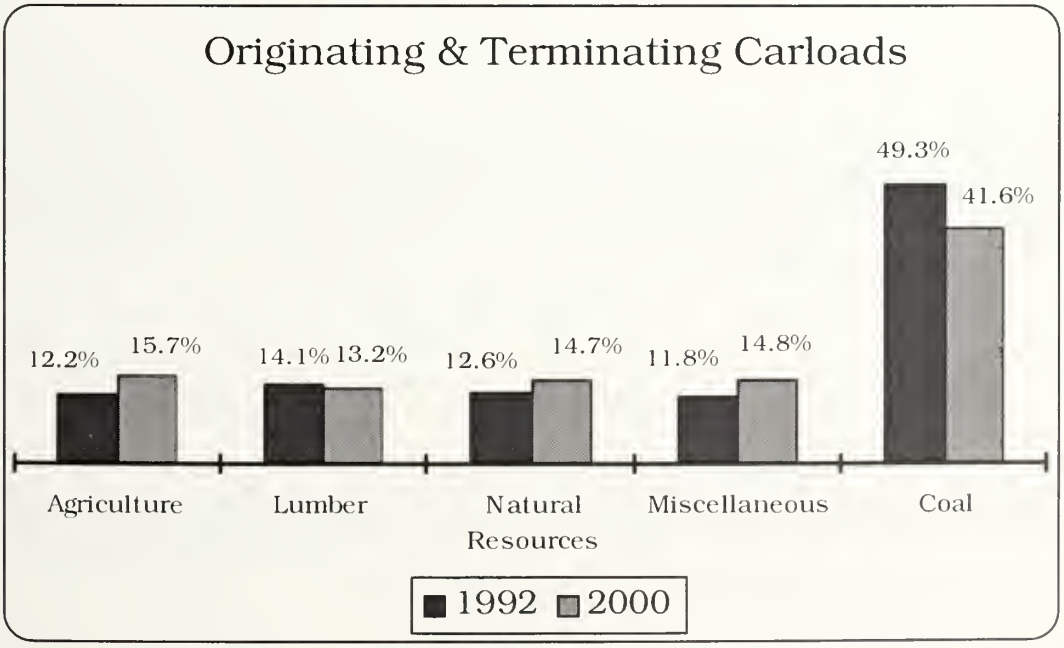
Lumber and Related Commodities Includes - Lumber and Wood Products (except furniture), Pulp, Paper and Allied Products and Printed Matter.

Natural Resource and Related Commodities Includes - Forest Products, Metallic Ores, Crude Petroleum Natural Gas and Natural Gasoline, Nonmetallic Minerals (except fuels), Chemicals and Allied Products, and Petroleum and Coal Products.

Miscellaneous Goods Includes - All other commodities, some of which are Glass Mince, Construction Products, Primary Metal Products, Gypsum and Other Materials.

Coal In a special category because of sheer scale of production and transportation is the shipment of coal which represents the majority of total commodity carloads in Montana. Burlington Northern/ Santa Fe is responsible for 91% of the coal transfers in the state and Montana Rail Link ships the remaining.

NOTE: Categories based on railroad companies annual reports



Source: Montana Public Service Commission & Rail Operators, Annual Reports
Refer to Exhibit IV-34 in *TranPlan 21*

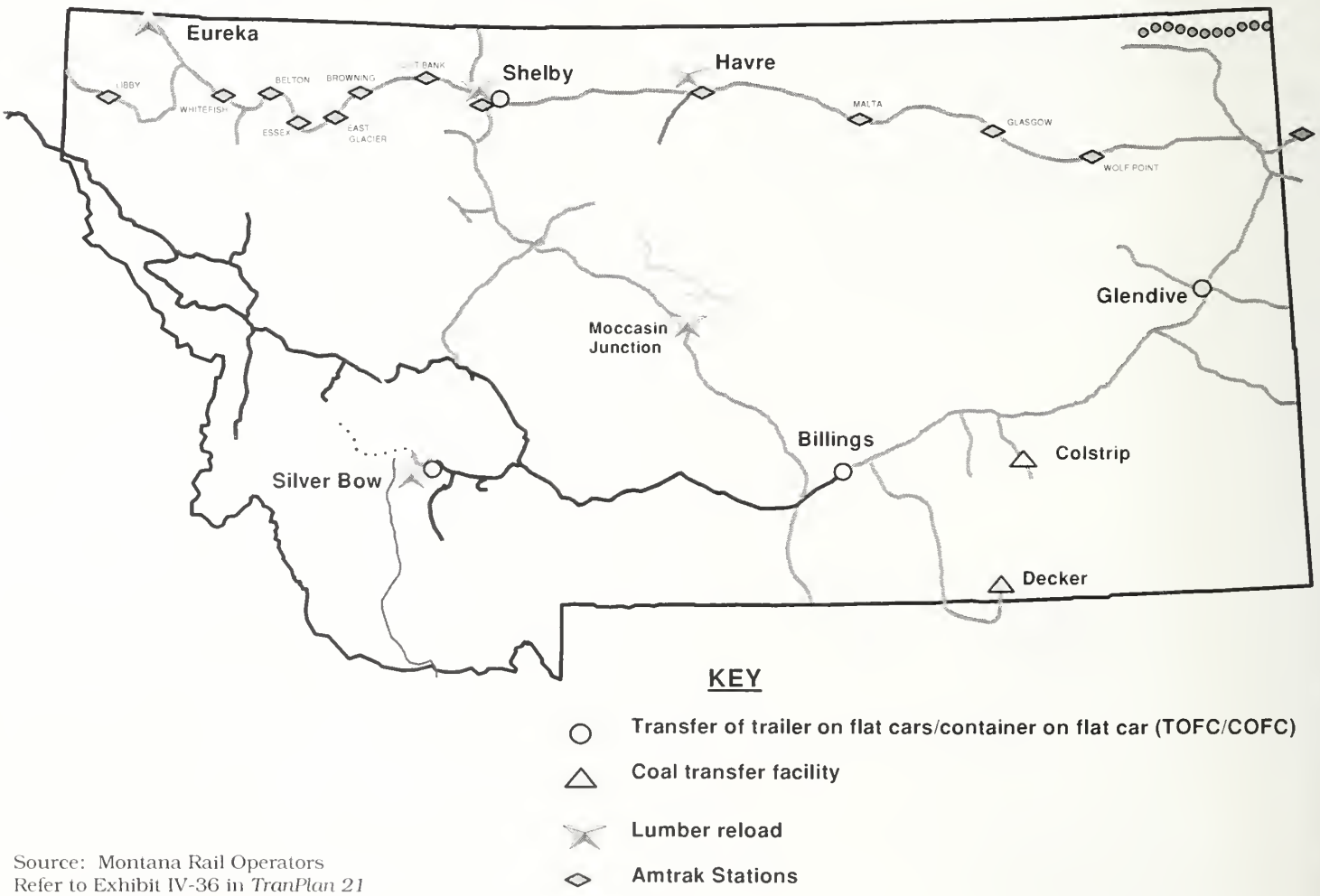
Rail Freight Transfer Facilities

Montana has several rail-truck transfer facilities that are an important component of the state's transportation system (see map below). Intermodal freight rail in Montana involves:

- the transfer of trailers on flat cars (TOFC)
- the transfer of containers on flat cars (COFC)
- the reload of lumber and other goods from trucks to rail cars
- the transfer of grain from trucks to elevators to hopper cars

The vast majority of trailer on flat car and container on flat car intermodal transfers takes place at the Port of Montana in Silver Bow (south of Butte), the Port of Northern Montana in Shelby, and the Burlington Northern/Santa Fe Intermodal Terminal in Billings. All three intermodal facilities have experienced increases in intermodal traffic.

As mentioned earlier, the two largest export commodities in Montana are wheat/wheat products and feed grains/products. The transfer of these products takes place at hundreds of terminals located throughout the state. Due to the bulky nature of these commodities, efficient and affordable rail transportation continues to be an important issue.



Source: Montana Rail Operators
Refer to Exhibit IV-36 in *TranPlan 21*

Air Freight Trends

Montana's aviation industry moves freight as well as passengers and serves an important role in ensuring statewide connectivity. Air freight has become an important element in Montana and the national economies. Commercial carriers of freight, express packages and mail are expanding. This is evident in the opening of a regional cargo sorting hub for Federal Express in Great Falls.

Air freight service with an average shipment distance of 1,400 miles is important to companies competing in national and international markets and is a contributing factor in corporate location and expansion decisions. These trends could be one of the major future changes in aviation.

Commercial Air Service

AIRPORT	AIR FREIGHT (tons)								Percent Change
	1993	1994	1995	1996	1997	1998	1999	2000	1993-2000
Billings	12,304	16,743	10,249	10,979	20,972	19,606	26,341	30,500	147.9%
Bozeman	370	528	616	398	360	386	887	3,964	971.4%
Butte	688	358	216	215	166	100	107	108	**-84.3%**
Great Falls	1,212	874	933	699	401	852	N/A	N/A	**N/A**
Helena	638	714	619	598	667	667	584	541	**-15.2%**
Kalispell	534	553	577	471	572	41	501	569	6.6%
Missoula	1,354	1,293	1,377	1,480	1,622	N/A	1,275	1,184	**-12.6%**
TOTAL	***17,100***	***21,063***	***14,587***	***14,840***	***24,760***	***21,652***	***29,695***	***36,866***	***115.6%***

Essential Air Service

AIRPORT	AIR FREIGHT (tons)								Percent Change
	1993	1994	1995	1996	1997	1998	1999	2000	1993-2000
Glasgow	8	N/A	9	9	8	1.6	2.1	4.2	**-47.5%**
Glendive	3	N/A	2	2	3	0.9	0.2	0.9	**-70.0%**
Havre	16	N/A	15	3	2	0.9	0.4	1.4	**-91.3%**
Lewistown	2	N/A	3	2	2	0.9	0.5	1.9	**-5.0%**
Miles City	5	N/A	3	4	5	1	0.04	1	**-80.0%**
Sidney	8	N/A	4	4	3	1.1	0.2	4.8	**-40.0%**
Wolf Point	2	N/A	2	2	3	0.9	1.1	2.9	45.0%
TOTAL	***44***	***N/A***	***38***	***26***	***26***	***7.3***	***4.54***	***17.1***	***-61.1%***

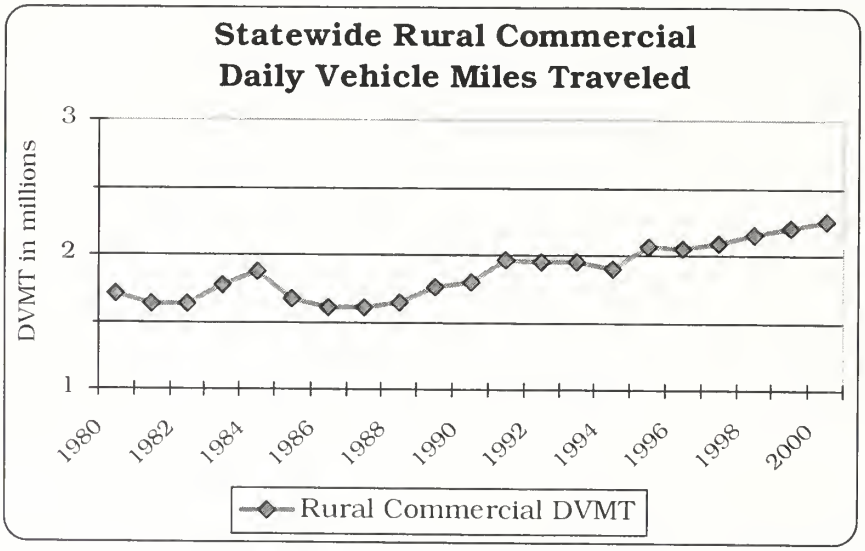
NOTE: Essential air freight numbers reported to MDT are estimates which explain the dramatic changes.

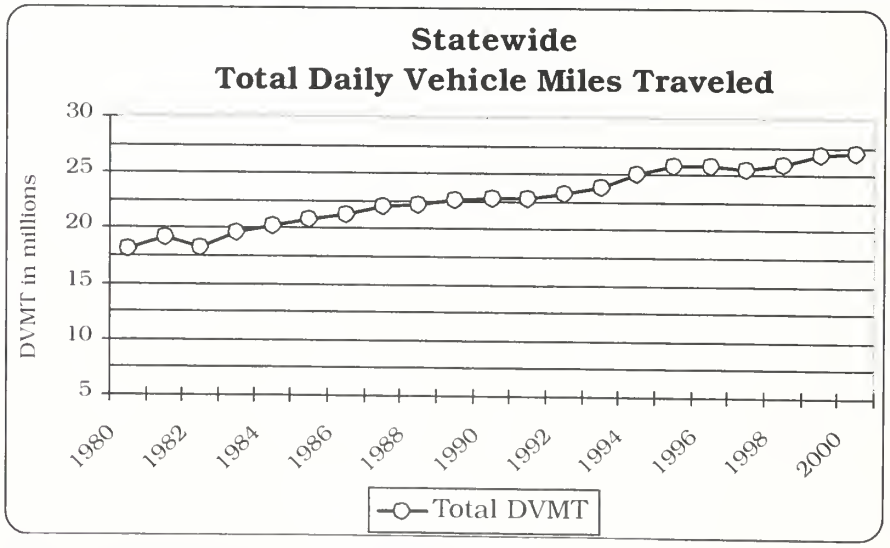
Source: Montana Airport Authorities & Managers
Refer to Exhibit IV-24 in *TranPlan 21*

Highway Freight

Montana's trucking industry is another key element of Montana's overall transportation system as well as an important part of its economy. Commercial truck traffic has been a steady component of the traffic on Montana's highways. However, when compared with statewide Daily Vehicle Miles Traveled (DVMT), commercial vehicle traffic has grown at a slower rate.

The largest user of trucks in Montana is agriculture. For instance, trucks carry wheat/wheat products to grain elevators for later shipment by rail. In addition, trucks carry cattle to stock yards and markets across the state, and carry most finished products such as cereals, bread, leather, meat and wool to final retail destinations across Montana and the United States. Another user of trucks is for-hire trucking firms that serve many industries in Montana. They carry the products of agriculture, mining, manufacturing and other production industries, and goods and supplies bought, sold or used by industries in Montana and throughout the region.





Source: MDT-Rail, Transit, & Planning Division-Traffic Data Collection Section

To enhance the movement of highway freight, MDT continues to use Intelligent Transportation System (ITS) technology and cooperative efforts with adjoining states and provinces. Projects such as PrePass and the planned Montana/Wyoming Joint Port of Entry on Interstate 90 are just two examples of MDT's efforts to reduce delays and increase safety while ensuring continued monitoring of these essential freight carriers.

NOTE: Commercial vehicle traffic counts are only available for rural Interstate, Non-interstate NHS, and Primary System routes.

DEFINITION: Total DVMT includes all road systems and all traffic (including commercial vehicles).

Average Daily Traffic at Montana/Canada Ports of Entry

Border crossings between Canada and Montana are critical elements of Montana's transportation system. Traffic at individual border-crossing facilities varies significantly because of several factors. For example, some ports of entry operate during locally determined hours or during summer months only. Montana's 24-hour ports of entry are located at Roosville, Sweet Grass-Coutts, and Raymond. The Sweet Grass-Coutts port of entry is the busiest facility because it is on Interstate 15, which connects the western United States to major population centers in Canada.

The effects of the North American Free Trade Agreement (NAFTA) on traffic passing through Montana is a border issue that MDT monitors. Because of numerous variables, the impacts of NAFTA should be long term, rather than short term. The overall effects of NAFTA can be grouped into three classes: (1) those that result from changes in the rules and regulations applying to trade; (2) those that are a result of changes in access to the territory of other countries; and (3) those that result from changes in rules and regulations applied to vehicles and operators when transporting within one of the countries.

NOTE: NAFTA was enacted on December 8, 1993.

PORT OF ENTRY	1992 TRAFFIC COMMERCIAL	1992 TRAFFIC ALL	2000 TRAFFIC COMMERCIAL	2000 TRAFFIC ALL	% CHANGE ALL TRAFFIC 1992 - 2000
Del Bonita	N/A	165	11	110	**-33.3%**
Morgan	10	114	16	100	**-12.3%**
Opheim	8	80	13	100	25.0%
Piegan	75	750	44	760	1.3%
Raymond *	55	405	80	320	**-21.0%**
Roosville *	121	810	97	1,040	28.4%
Scobey	33	247	24	60	**-75.7%**
Sweet Grass - Coutts *	360	1,920	858	2,160	12.5%
Turner	N/A	156	24	100	**-35.9%**
Whitetail	N/A	55	0	50	**-9.1%**
Whitlash	N/A	50	9	50	0.0%
Wild Horse	N/A	264	0	90	**-65.9%**
Willow Creek	N/A	111	6	30	**-73.0%**
TOTAL	*N/A*	***5,127***	***1,182***	***4,970***	***-3.1%***

* 24 Hour Ports of Entry

Source: MDT-Rail, Transit, & Planning Division-Traffic Data Collection Section
Refer to Exhibit IV-3 in *TranPlan 21*

High Priority Trade Corridors

The 1995 National Highway System (NHS) Designation Act identified High Priority Trade Corridors throughout the United States. Currently there are 43 Congressionally identified High Priority Trade Corridors totaling over 17,000 miles. Montana has two corridors:

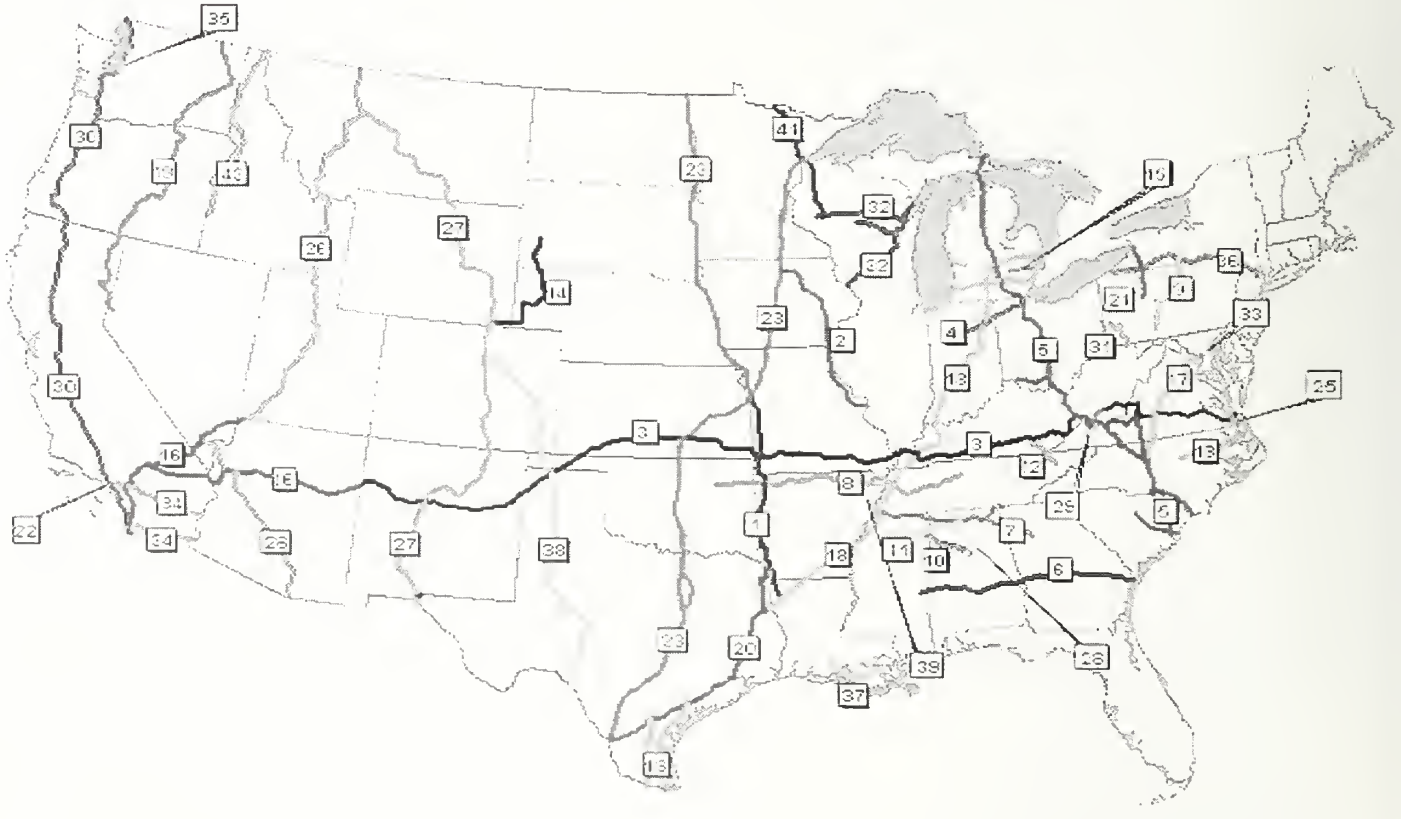
[1] CANAMEX on Interstate 15

[2] CAMINO REAL from the Wyoming border to Billings on Interstate 90, Montana Highway 3 through Lavina and Harlowton, and Interstate 15 from Great Falls to Sweet Grass

These corridors are eligible for discretionary funds through the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program, which could benefit Montana's highway freight system.

MDT is actively involved with many multi-state efforts and studies to improve freight mobility. Some of the multi-state efforts include participation in the Montana-Alberta Bilateral Advisory Council (MABAC) and the CANAMEX Corridor Coalition. Involvement with multi-state coalitions and projects gives MDT the opportunity to work with other states to explore potential initiatives that could benefit all states involved.

HIGH PRIORITY TRADE CORRIDORS



SYSTEM CHARACTERISTICS OVERVIEW

Roadway System Performance

Highway System

Montana is one of the most rural states in the nation in both population density and transportation characteristics. 41% of Montana's land area falls under the 19th Century Census definition of "frontier"* and a majority of all vehicle miles traveled are driven outside the state's 15 urban areas. As mentioned earlier, this means each component of Montana's highway system is extremely important in allowing the state to function politically, economically, and socially.

Montana's highways connect communities and the state to national and international transportation systems. The highway system is also the largest single capital investment in the state. Proper maintenance and upkeep is critical to preserving this system. The cost of maintaining the system is borne by the users of the system mainly through motor vehicle fuel taxes. Because Montana has so many miles of highway compared to population, funding for maintaining our highways will continue to be limited. Therefore, a key goal for MDT is to use existing resources effectively.

The charts on the following pages show the extent of Montana's roadway system and MDT's maintenance responsibilities. The maintenance responsibilities increased dramatically after MDT took over maintenance of all paved Secondary Highways, as a result of legislation in 1999.

DEFINITION: *The 19th Century Census Bureau "frontier" standard was the area west of the 98th Meridian with less than two persons per square mile.

HIGHWAY FAST FACTS

- Montana' s share of the Interstate System is 1,191 miles.
- The 704 mile portion of MT 200 from the Idaho border to the North Dakota border is the longest signed highway in Montana.
- Montana's shortest on-system highway (0.3 of a mile) is Montana 65 in Flathead County.
- MDT traffic statistics indicate that US 87 (Main Street in Billings is the busiest highway in Montana with an average daily traffic count of 46,140 .
- With a population of 89,847 Billings is not only the largest city in Montana, it is the largest city within a 500 mile radius.
- Montana travelers have access to 59 rest areas, with 13 of these located in city parks.

Highway System by Functional Class

-Center Line Miles-

FUNCTIONAL CLASSIFICATION	FEDERALLY DESIGNATED		STATE DESIGNATED					
	National Highway System		Primary	Secondary	Urban	State Highways	Local County	Local Municipal
	Interstate	Non Interstate						
Rural Principal Arterial	1,135	2,620	0	0	N/A	0	0	0
Rural Minor Arterial	0	0	2,764	172	N/A	0	51	2
Rural Major Collector	0	0	0	4,537	N/A	358	2,169	9
Rural Minor Collector	0	0	0	0	N/A	117	8,865	24
Rural Local	0	0	0	0	N/A	678	42,265	1,188
Urban Principal Arterial	56	63	45	0	66	0	0	1
Urban Minor Arterial	0	0	6	0	195	6	6	16
Urban Collector	0	0	0	0	104	7	53	137
Urban Local	0	0	0	0	0	8	391	1,442
TOTAL	***1,191***	***2,683***	***2,815***	***4,709***	***365***	***1,174***	***53,800***	***2,819***

DEFINITIONS: Center line miles are a measure of roadway length.

-Lane miles are a measure of roadway length multiplied by the number of lanes along each roadway segment.

FUNCTIONAL CLASSIFICATION	TOTAL CENTER LINE MILES	TOTAL LANE* MILES
Rural Principal Arterial	3,755	9,997
Rural Minor Arterial	3,016	6,111
Rural Major Collector	7,046	14,023
Rural Minor Collector	9,006	17,762
Rural Local	44,130	76,392
Urban Principal Arterial	231	769
Urban Minor Arterial	228	479
Urban Collector	302	608
Urban Local	1,842	3,638
TOTAL	***69,556***	***129,779***

NOTE: Roads under 16 feet wide are considered one lane.

-Changes in functional classification mileage primarily reflect improvements in MDT's data base.

Source: MDT-Rail, Transit, & Planning Division-Road Inventory & Mapping Section
Refer to Exhibit IV-1 in *TranPlan 21*

Public Road Miles

SYSTEM CLASSIFICATION	CENTER LINE MILES	LANE MILES
National Highway System (NHS)	3,874	10,433
Primary Highway System	2,815	5,753
Secondary Highway System	4,709	9,399
Urban Highway System	365	817
TOTAL DESIGNATED SYSTEMS	*11,763*	*26,402*
State Highways	1,174	2,339
Off System - Municipal	2,819	5,562
Off System - Rural	53,800	95,476
TOTAL	***69,556***	***129,779***

Highway System - Maintenance Responsibility

SYSTEM CLASSIFICATION	CENTER LANE MILES		
	State	Local / Other	TOTAL
National Highway System*	3,878	1	3,879
Primary Highway System	2,807	8	2,815
Secondary Highway System	2,856	1,853	4,709
Urban Highway System	89	276	365
State Highways	1,174	0	1,174
Off System - Municipal & Rural	0	56,619	56,619
TOTAL	***10,804***	***58,757***	***69,561***

NOTE: MDT has maintenance responsibility for 5 miles of NHS on US 191 in Yellowstone National Park in Wyoming.

Source: MDT-Rail, Transit, & Planning Division-Road Inventory & Mapping Section
Refer to Exhibits 1 and IV-6 in *TranPlan 21*

Bridges

MDT inspects over 4,000 bridges using the National Bridge Inspection Standard guidelines. Each bridge is inspected at least once every two years. In general, bridges are inspected for damage and deterioration in many different areas (i.e. deck, superstructure, and substructure) based on the bridge structure type.

MDT has also developed and implemented a Bridge Management System that consists of a database containing inspection information. This system is used to identify more accurately the functional needs of bridges, prioritize bridge construction projects, and coordinate bridge projects with highway projects. It is also a performance measure tool used in the Department's Performance Programming Process (P^3).

Changes in the number of bridges on the highway system and in the database occur as structures are removed or added and as additional bridges are included. For example, in 1999, bridges on Interstate ramps were left off the list and in 2000 bridges less than 20 feet in length were added to the database.

HIGHWAY SYSTEM	TOTAL BRIDGES	STRUCTURALLY DEFICIENT		FUNCTIONALLY OBSOLETE	
		Number	%	Number	%
Interstate	844	0	0.0%	209	24.8%
Non Interstate NHS	510	11	2.2%	31	6.1%
Primary	609	21	3.4%	41	6.7%
Secondary	541	23	4.3%	47	8.7%
Urban	58	6	10.3%	19	32.8%
Local State Maintained	266	20	7.5%	11	4.1%
Local Other	1859	259	13.9%	308	16.6%
TOTAL	***4687***	***340***	***7.3%***	***666***	***14.2%***

DEFINITIONS:

Structurally Deficient - bridges restricted to light vehicles only or are closed and require rehabilitation to remain open.

Functional Obsolescence - determination based upon federal standards that looks at a variety of criteria (deck geometry, approach roadway alignment, etc...) for the system of which the bridge is part of.

Source: National Bridge Inspection Program, MDT Bridge Bureau
Refer to Exhibits IV-2 in *TranPlan 21*

Daily Vehicle Miles Traveled (DVMT)

Using an extensive traffic volume count program, MDT annually compiles and reports annual average daily traffic (AADT) and vehicle miles traveled (VMT). A common measure of roadway use is vehicle miles traveled. A vehicle mile traveled is the equivalent of one vehicle traveling one mile. To calculate VMT, the average daily two-way traffic is multiplied by section or route length. Based on traffic volume data (refer to *Annual Report 2001* page SC 15, for historical data), one can see that the use of Montana's highway system is increasing as a result of Montana's growing population, tourism, and "bridge" traffic.

However, in general, Montana's highways provide free-flowing mobility. There are few segments of the highway system that operate under congested traffic conditions. Those areas are primarily in the state's urban areas and selected corridors in western Montana.

HIGHWAY SYSTEM	1993 DVMT	2000 DVMT	% CHANGE 1993 - 2000
Rural Interstate	5,230,184	5,964,485	14.04%
Urban Interstate	564,651	710,683	25.86%
TOTAL INTERSTATE	*5,794,835*	*6,675,168*	*15.19%*
Rural Non Interstate NHS	4,963,613	5,700,272	14.84%
Urban Non Interstate NHS	953,034	967,956	1.57%
TOTAL NON INTERSTATE NHS	*5,916,647*	*6,668,228*	*12.70%*
TOTAL NHS	*11,711,482*	*13,343,396*	*13.93%*
Rural Primary	2,468,878	2,824,966	14.42%
Urban Primary	549,511	501,940	**-8.66%**
TOTAL PRIMARY	*3,018,389*	*3,326,906*	*10.22%*
TOTAL SECONDARY	*1,585,363*	*1,977,647*	*24.74%*
TOTAL URBAN	*1,936,253*	*2,287,417*	*18.14%*
*TOTAL LOCAL**	*5,610,959*	*6,064,634*	*8.09%*
STATEWIDE TOTAL*	***23,862,446***	***27,000,000***	***13.15%***

NOTE: *Local Road VMT is estimated and not statistically sound.

Source: MDT-Rail, Transit, & Planning Division-Traffic Data Collection Section
Refer to Exhibit IV-7 in *TranPlan 21*

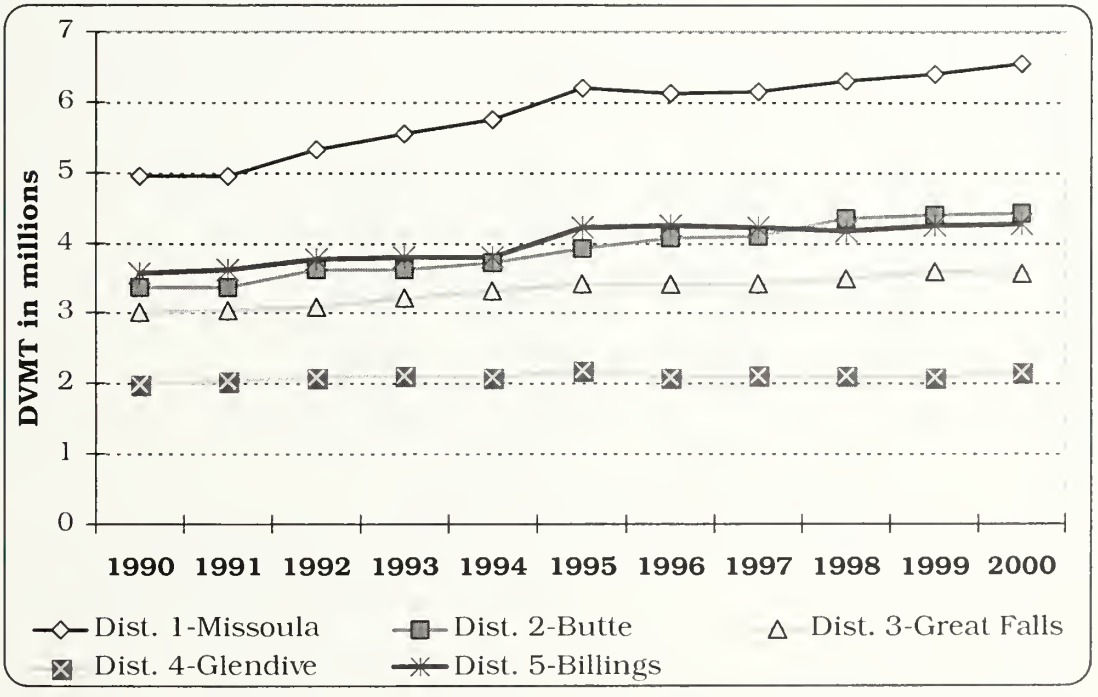
Daily Vehicle Miles Traveled (DVMT) By District

For the past twenty years, Montanans (and other U.S. citizens) have driven more each year. Therefore, highways continue to be the most important component of Montana's transportation system. Sustaining existing highway performance levels to meet future demands is a challenge.

Statewide traffic forecasts indicate a steady rate of growth in vehicle miles traveled (VMT). However, there are considerable statewide variations that most likely will continue in the future. As seen below, VMT growth is particularly pronounced in the faster growing areas of the state such as the Missoula District in western Montana.

It is hoped that increased use of other modes such as walking, bicycling, and public transportation will slow the rate of VMT growth. Nonetheless, experience from demand management programs in large metropolitan areas suggests that successful demand management programs have, at best, modest impacts on the rate of VMT growth.

NOTE: *The DVMT calculations on this page, do not include local roads.



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
District 1	4.945	4.951	5.326	5.545	5.741	6.208	6.113	6.154	6.304	6.400	6.545
District 2	3.358	3.355	3.619	3.618	3.722	3.924	4.062	4.086	4.329	4.394	4.410
District 3	3.001	3.035	3.087	3.202	3.322	3.411	3.422	3.405	3.488	3.593	3.566
District 4	1.974	2.032	2.089	2.101	2.071	2.19	2.07	2.106	2.112	2.082	2.153
District 5	3.575	3.602	3.772	3.781	3.799	4.214	4.234	4.214	4.174	4.237	4.262
TOTAL	***16.853***	***16.975***	***17.893***	***18.247***	***18.655***	***19.947***	***19.901***	***19.965***	***20.407***	***20.706***	***20.936***

Source: MDT-Rail, Transit, & Planning Division-Traffic Data Collection Section
Refer to Exhibit IV-7 in TranPlan 21

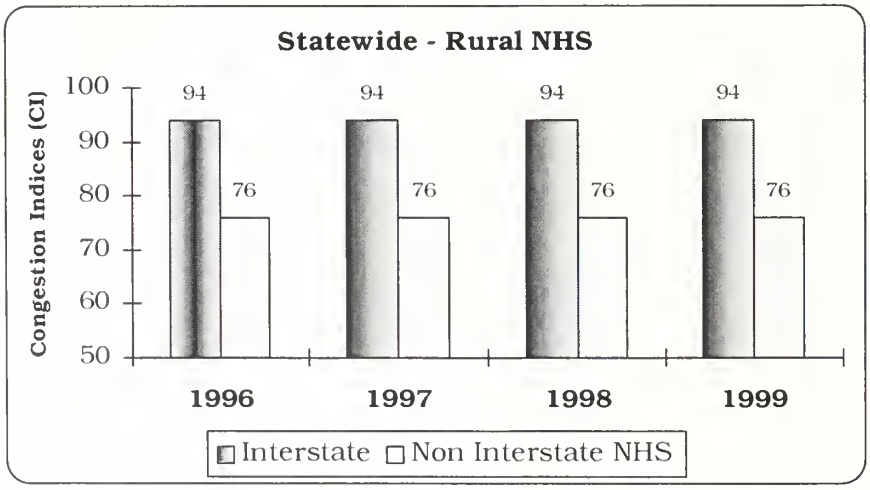
Congestion Management System (CMS)

The Congestion Management System (CMS) replaced the volume-service flow ratio and level of service (LOS) as a way for the Department to gauge congestion throughout Montana. It is also used as a performance measure tool for MDT's Performance Programming Process (P^3).

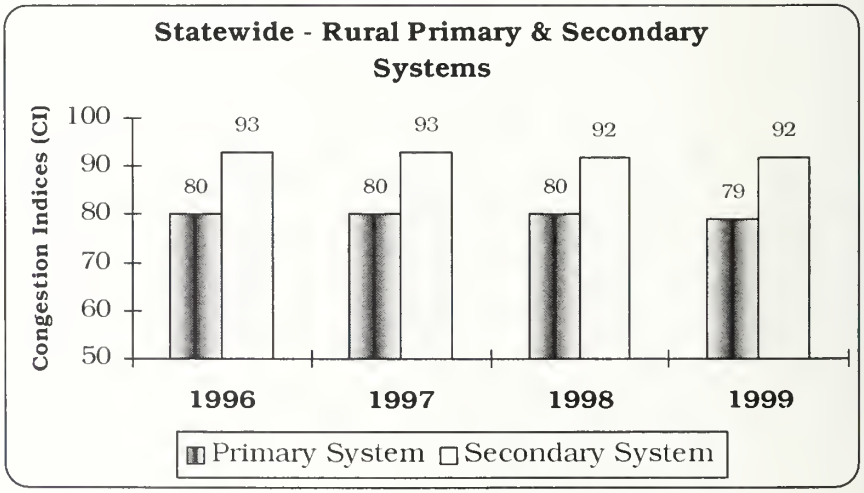
The CMS is a database that is processed by several techniques (both automated and manual) to produce output/analysis in terms of Congestion Indices (CI). A CI is a numerical measure of the level of service of a roadway segment. The Congestion Indices scale ranges from 0-100 (100 represents the best level of service). Grades are then assigned based on CI numerical value. The following table represents the CI range for each level of service.

LOS	CI Range
A	85 - 100
B	70 - 84
C	55 - 69
D	40 - 54
E	25 - 39
F	0 - 24

For the rural Non-Interstate NHS and Primary Systems, this data indicates that while there is localized congestion on both systems, overall 1999 CI's are 76 and 79 (LOS B) respectively.



NOTE: 2000 Congestion Management data is not available. The Congestion Management System runs a year behind the traffic data.



Source: MDT-Rail, Transit, & Planning Division-Congestion Management System

Average Ride Index

For many years the Present Serviceability Index (PSI) was the tool MDT used to obtain a subjective rating of pavement ride quality. In 1996, the Department developed the Pavement Management System (PvMS), a database that produced the Overall Performance Index (OPI). Recently the OPI was replaced with the Average Ride Index (ARI), a measurement of pavement roughness. Like the Bridge Management System and the Congestion Management System, the Pavement Management System is used in the Performance Programming Process (P^3).

Pavement roughness is an important indicator of pavement performance because it directly effects the way in which pavements serves the traveling public. The public relates pavement roughness with driving comfort, vehicle operating cost, and safety.

The ride index is a 0 to 100 scale (100 is the best) that represents the ride quality of the pavement. The data is collected using a high speed inertial profiler that continuously measures the longitudinal profile of the roadway. The raw data is then processed into a statistic known as the IRI or International Roughness Index number. The IRI is then directly converted to the 0 to 100 scale Ride Index.

Average Ride Index

System	1999	2000
Interstate	79	80
Primary	75	76
Secondary (paved)	not available	68

NOTE:
Average Ride Index Scale
80 - 100 = Good
79 - 60 = Fair
59 - 0 = Poor

DEFINITION: In the chart above, Primary includes all Non Interstate NHS and Primary Highway System routes.

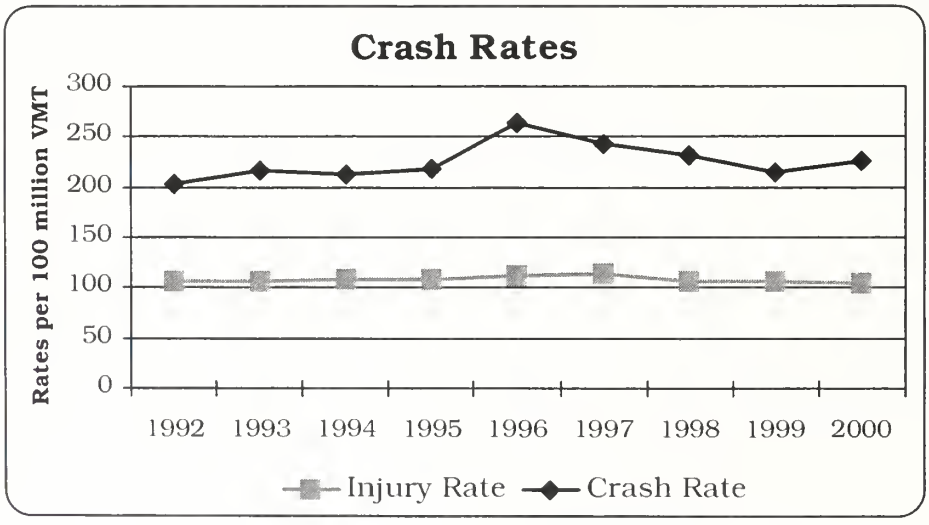
Source: MDT– Pavement Management System

Vehicle Crashes, Injuries, & Fatalities

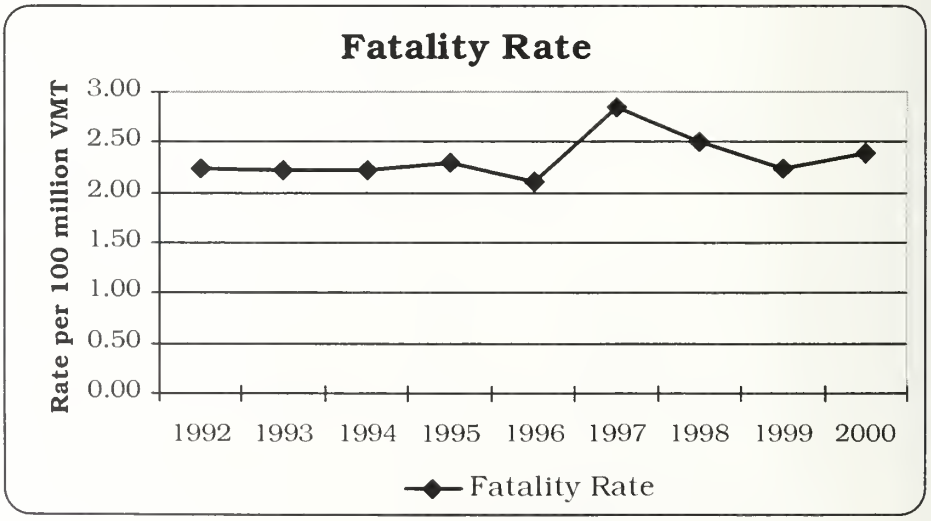
Traffic crashes happen daily in Montana causing injuries, fatalities, and property loss. Some significant areas of concern in traffic safety include the lack of use or the misuse of safety restraints, the use of alcohol or other drugs, driver's hazardous actions (i.e. speeding), license compliance, and the increased use of Montana's roadways.

Each year, MDT's Traffic Safety Bureau publishes its annual *Problem Identification Paper*, a document developed to identify and analyze trends and problem areas related to traffic safety in Montana.

Data on vehicle crashes is used to calculate the number of fatalities and injuries per vehicle mile traveled and is a performance measurement tool in the Performance Programming Process (P^3). This information provides a measurement of highway safety and helps identify trouble areas on Montana's highways. When measured in terms of the distances traveled per incident, the rates for Montana were 2.40 fatalities and 104.2 injuries per 100 million VMT in 2000. The injury rate for Montana has increased slightly over the past years and the fatality rate has been generally decreasing since 1969, except for an increase in 1997.



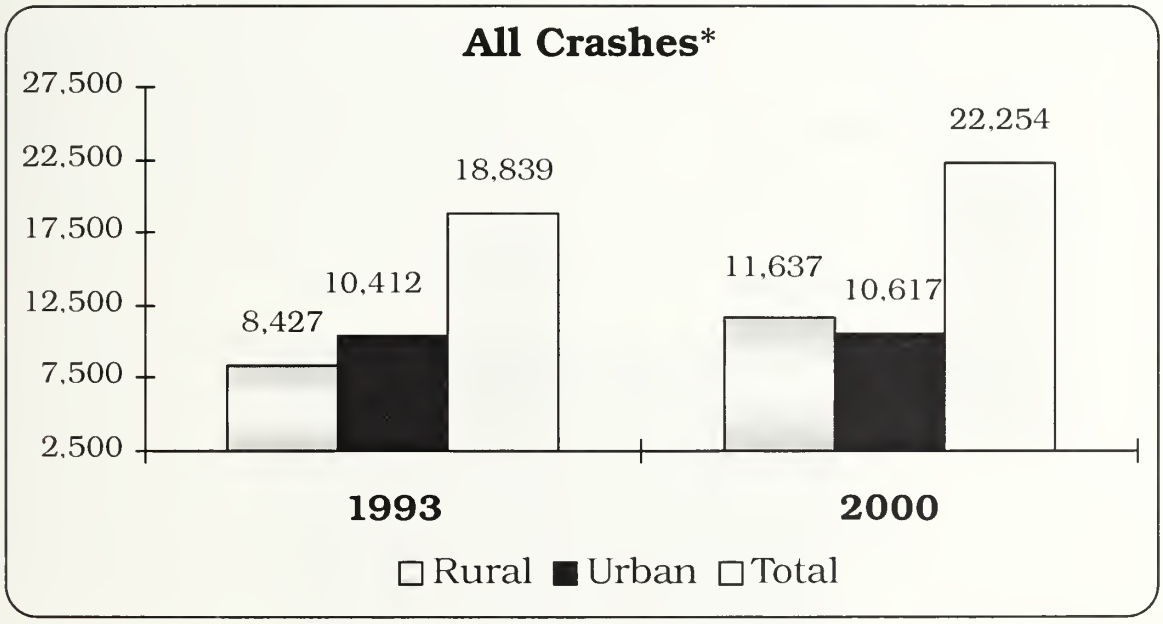
NOTE: Historically, western rural states tend to have fatality rates above the national average. More information on national crash data can be found on the National Highway Traffic Safety Administration website at www.nhtsa.dot.gov



Source: MDT- Traffic Information System (TIS) and *Traffic Safety Problem Identification Paper FY 2002*
Refer to Exhibit IV-10 in *Tran Plan 21*

Vehicle Crashes, Injuries, & Fatalities

Comparison of crashes by rural and urban locations shows different configuration and severity in the crash. Most rural crashes involve one vehicle and urban crashes usually involve two vehicles. Rural crashes tend to have more fatalities and serious injuries. For example, during 2000 there were 18 fatalities on urban roads compared to 219 fatalities on rural roads.

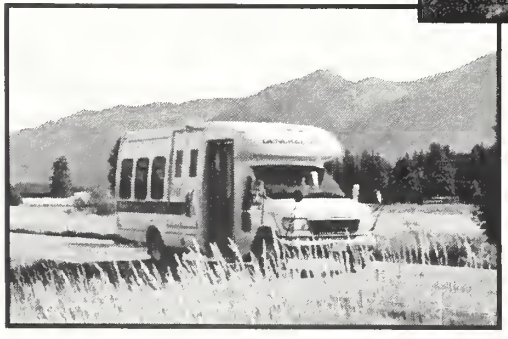


DEFINITION: All crashes* includes all injury, property damage equal to $1000 or more, and fatalities.

Source: MDT- Traffic Information System (TIS) and *Traffic Safety Problem Identification Paper FY 2002*
Refer to Exhibit IV-10 in *Tran Plan 21*

SYSTEM CHARACTERISTICS OVERVIEW

Passenger Transportation

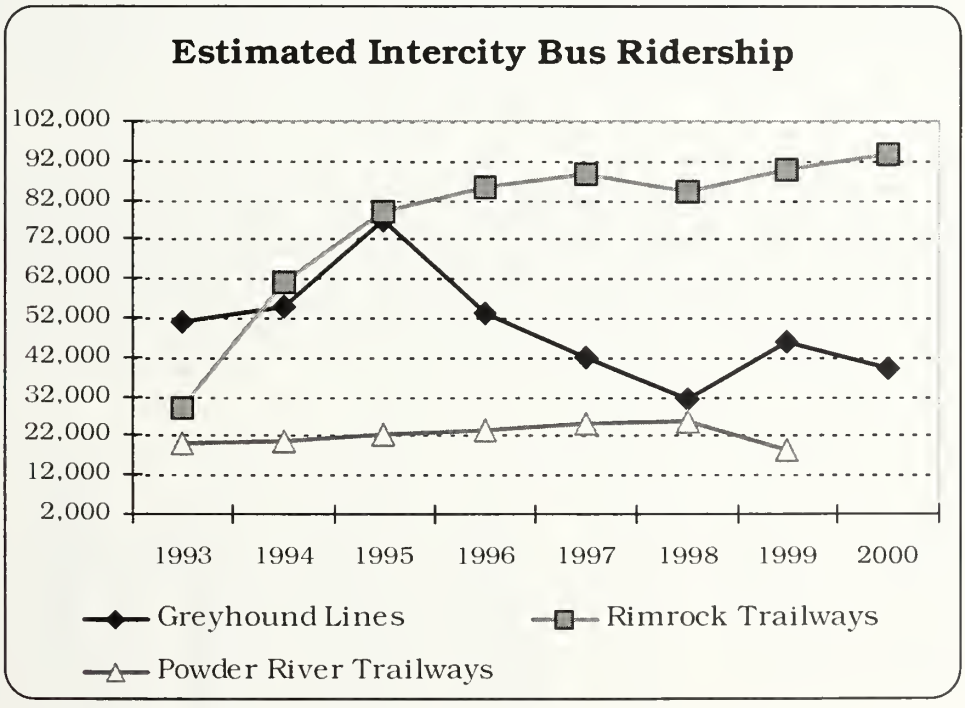


Intercity Bus Ridership

Passenger transportation in Montana includes urban and rural transit, transit for the elderly and disabled, intercity bus service, and vanpooling. These services are provided by different public agencies, not-for profit organizations, and the private sector.

To a large degree, Federal funding defines the organization of bus transportation in Montana. Federal assistance is distributed to providers by categorical allocation that distinguishes between urban transit, rural transit, intercity bus, and transportation for the elderly and persons with disabilities.

As illustrated in the chart below, intercity bus ridership has increased significantly for Rimrock Trailways since 1993. This is mainly due to the industry realignment when Rimrock acquired Intermountain Lines in August of 1994. Greyhound experienced a significant increase in 1995 due to an increase in scheduled service but ridership has dropped since then.



NOTE: 2000 Powder River Trailways ridership data not available.

Source: Intercity Bus Operators
Refer to Exhibit IV-21 in *TranPlan 21*

Annual Transit System Ridership

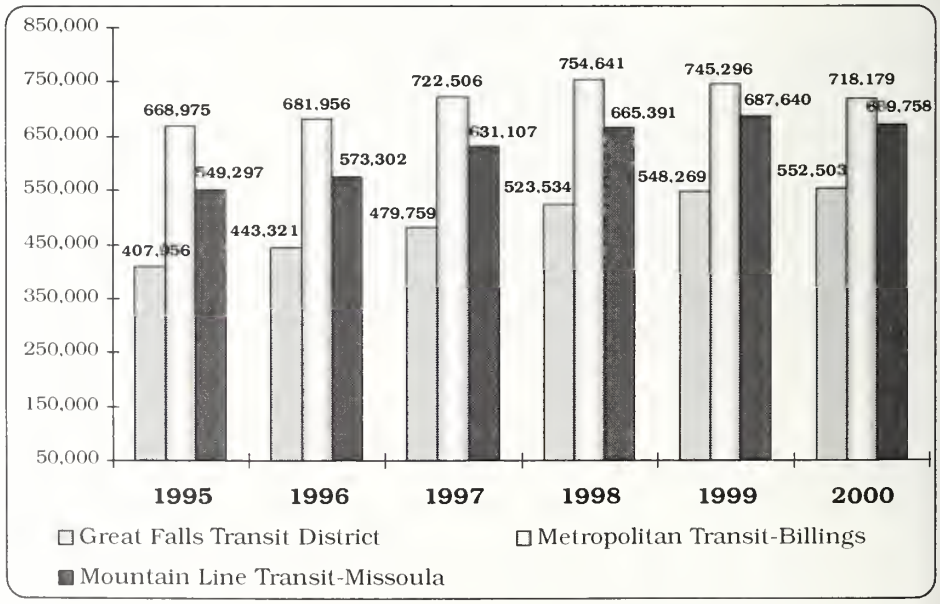
In spite of Montana's large land area and small population base, Montana residents are served by an extensive network of transit providers. Transit service is vital to Montana residents who do not have access to their own vehicle and it performs a social role by providing low cost basic mobility for many Montanans. In the future, particularly in the urban areas, there are opportunities for using existing and developing new public transportation services to provide an alternative to the single occupancy vehicle and support demand management strategies. In Montana, there are approximately 85 agencies statewide that receive funding from MDT and provide transit services to the elderly, people with disabilities, and the general public.

Ridership data provides a measure of the demand for public transportation in Montana. Ridership can change from year to year due to the restructuring of routes, clarification of ridership reporting procedures, increases in agencies such as nursing homes with their own "in-house" transportation, and weather conditions. Welfare reform, Montana's aging population, and the transportation demands of Welfare-to-Work are factors expected to increase public transportation use and needs..

Rural General Public Transit

AGENCY	1995	1996	1997	1998	1999	2000
Flathead Area IX Agency on Aging - Kalispell	26,696	34,022	41,633	41,839	47,000	51,897
Blackfeet Transit - Browning	6,438	8,031	9,722	11,450	12,215	17,893
Butte-Silver Bow Transit - Butte	114,112	107,845	110,314	106,907	94,753	88,728
Dawson County Urban Transportation District	N/A	N/A	N/A	N/A	N/A	12,641
Fergus County Council on Aging - Lewistown	24,436	22,465	22,597	20,926	21,421	20,763
Fort Peck Transportation System - Poplar	26,858	30,677	30,195	44,565	54,628	69,944
Garfield County (Big Dry Transit) - Jordan	2,029	2,066	1,985	2,870	3,365	4,012
Helena Dial-a-Ride - Helena	36,178	39,266	39,546	38,427	39,319	39,957
Powder River County Trans. System - Broadus	3,802	3,019	4,596	3,320	3,014	5,319
Ravalli County Transit - Hamilton	N/A	N/A	N/A	N/A	5,185	5,983
Valley County Transit - Glasgow	20,847	31,259	32,003	28,133	30,027	33,966
TOTAL	***261,396***	***278,650***	***292,591***	***298,437***	***310,927***	***351,103***

Urban Transit



Source: MDT– Rail, Transit, & Planning Division-Transit Section& Section 5307 operators
Refer to Exhibit IV-18 & 19 in *TranPlan 21*

Selected Transit System Performance Measures

Other measures of transit usage include ridership per mile, cost per passenger, and cost per mile. These measures provide information about the performance and current operating environment of transit systems in Montana (see charts below and on next page).

Urban transit providers tend to have the lowest operating cost per passenger and highest number of riders per service mile, while rural transit systems have differing riders per service mile. In general, rural transit has lower ridership and consequently higher cost per passenger and have experienced cost increases that have grown faster than the number of passengers.

URBAN TRANSIT SYSTEMS	$ Operating Costs/Passenger					
	1995	1996	1997	1998	1999	2000
Great Falls Transit District	$ 3.04	$ 3.11	$ 3.27	$ 2.75	$ 2.34	$ 3.03
Metropolitan Transit-Billings	$ 2.67	$ 2.79	$ 2.71	$ 3.00	$ 2.99	$ 3.38
Mountain Line Transit-Missoula	$ 2.87	$ 2.59	$ 2.39	$ 2.50	$ 2.34	$ 2.45
Urban Average	***$ 2.86***	***$ 2.83***	***$ 2.79***	***$ 2.75***	***$ 2.56***	***$ 2.95***
RURAL GENERAL PUBLIC TRANSIT SYSTEMS	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**
Flathead Area IX Agency on Aging	$ 5.89	$ 5.29	$ 4.94	$ 4.94	$ 5.03	$ 5.75
Blackfeet Transit	$ 12.85	$ 12.15	$ 9.90	$ 10.21	$ 9.58	$ 8.09
Butte-Silver Bow Transit	$ 3.59	$ 4.03	$ 4.02	$ 4.14	$ 4.76	$ 5.59
Dawson County UTD	N/A	N/A	N/A	N/A	N/A	$ 7.17
Fergus County Council on Aging	$ 3.16	$ 3.32	$ 3.69	$ 3.83	$ 3.90	$ 4.35
Fort Peck Transportation System	$ 6.31	$ 6.47	$ 7.61	$ 5.45	$ 5.01	$ 4.42
Helena Dial-a-Ride	$ 5.84	$ 5.81	$ 5.88	$ 6.73	$ 7.23	$ 7.88
Garfield County (Big Dry Transit)	$ 8.02	$ 8.03	$ 8.16	$ 5.30	$ 4.19	$ 4.68
Powder River Co.Transportation System	$ 4.38	$ 5.09	$ 3.87	$ 4.43	$ 3.80	$ 3.34
Ravalli County Transit	N/A	N/A	N/A	N/A	$ 3.14	$ 15.18
Valley County Transit	$ 3.48	$ 3.23	$ 3.46	$ 3.76	$ 5.01	$ 4.00
Rural Average	***$ 5.95***	***$ 5.94***	***$ 5.73***	***$ 5.42***	***$ 5.17***	***$ 6.40***

Source: MDT- Rail, Transit, & Planning Division-Transit Section
Section 5311 History Records & Section 9 Operators
Refer to Exhibit IV-22 in *TranPlan 21*

Selected Transit System Performance Measures

URBAN TRANSIT SYSTEMS	$ Operating Costs/Mile					
	1995	1996	1997	1998	1999	2000
Great Falls Transit District	$ 2.99	$ 2.10	$ 3.31	$ 3.13	$ 2.88	$ 3.66
Metropolitan Transit-Billings	$ 2.76	$ 2.88	$ 2.90	$ 2.83	$ 3.10	$ 3.43
Mountain Line Transit-Missoula	$ 3.03	$ 2.66	$ 2.85	$ 2.94	$ 2.99	$ 2.99
Urban Average	***$ 2.93***	***$ 2.55***	***$ 3.02***	***$ 2.97***	***$ 2.99***	***$ 3.36***
RURAL GENERAL PUBLIC TRANSIT SYSTEMS	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**
Flathead Area IX Agency on Aging	$ 3.04	$ 2.37	$ 2.60	$ 2.98	$ 2.81	$ 3.21
Blackfeet Transit	$ 3.05	$ 2.76	$ 2.63	$ 2.70	$ 2.71	$ 3.24
Butte-Silver Bow Transit	$ 2.52	$ 2.77	$ 2.84	$ 2.76	$ 2.78	$ 3.18
Dawson County UTD	N/A	N/A	N/A	N/A	N/A	$ 2.15
Fergus County Council on Aging	$ 2.18	$ 2.12	$ 2.12	$ 2.09	$ 1.95	$ 1.93
Fort Peck Transportation System	$ 1.88	$ 1.93	$ 1.93	$ 1.79	$ 2.03	$ 1.76
Helena Dial-a-Ride	$ 2.94	$ 2.96	$ 2.98	$ 2.55	$ 2.76	$ 3.30
Garfield County (Big Dry Transit)	$ 1.49	$ 1.22	$ 1.50	$ 1.06	$ 0.95	$ 1.29
Powder River Co. Transportation System	$ 1.49	$ 1.90	$ 1.27	$ 1.25	$ 1.36	$ 1.03
Ravalli County Transit	N/A	N/A	N/A	N/A	$ 1.02	$ 2.16
Valley County Transit	$ 1.59	$ 1.75	$ 2.15	$ 2.08	$ 1.94	$ 2.21
Rural Average	***$ 2.24***	***$ 2.20***	***$ 2.22***	***$ 2.14***	***$ 2.03***	***$ 2.31***

URBAN TRANSIT SYSTEMS	Riders/Mile					
	1995	1996	1997	1998	1999	2000
Great Falls Transit District	1.06	1.00	1.01	1.14	1.23	1.2
Metropolitan Transit-Billings	1.04	1.03	1.07	4.00	0.31	1.02
Mountain Line Transit-Missoula	0.93	1.03	1.19	1.17	1.28	1.22
Urban Average	***1.01***	***1.02***	***1.09***	***2.10***	***0.94***	***1.15***
RURAL GENERAL PUBLIC TRANSIT SYSTEMS	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**
Flathead Area IX Agency on Aging	0.52	0.46	0.53	0.61	0.56	0.56
Blackfeet Transit	0.23	0.23	0.26	0.26	0.29	0.41
Butte-Silver Bow Transit	0.71	0.69	0.70	0.67	0.58	0.57
Dawson County UTD	N/A	N/A	N/A	N/A	N/A	0.30
Fergus County Council on Aging	1.00	0.74	0.58	0.55	0.52	0.45
Fort Peck Transportation System	0.32	0.31	0.26	0.33	0.41	0.40
Helena Dial-a-Ride	0.50	0.51	0.51	0.38	0.38	0.41
Garfield County (Big Dry Transit)	0.19	0.16	0.17	0.21	0.24	0.28
Powder River Co. Transportation System	0.32	0.36	0.35	0.32	0.37	0.33
Ravalli County Transit	N/A	N/A	N/A	N/A	0.32	0.14
Valley County (Valley Co. Transit)	0.47	0.56	0.64	0.56	0.57	0.57
Rural Average	***0.47***	***0.45***	***0.44***	***0.43***	***0.42***	***0.40***

Source: MDT- Rail, Transit, & Planning Division-Transit Section
Section 5311 History Records & Section 9 Operators
Refer to Exhibit IV-22 in *TranPlan 21*

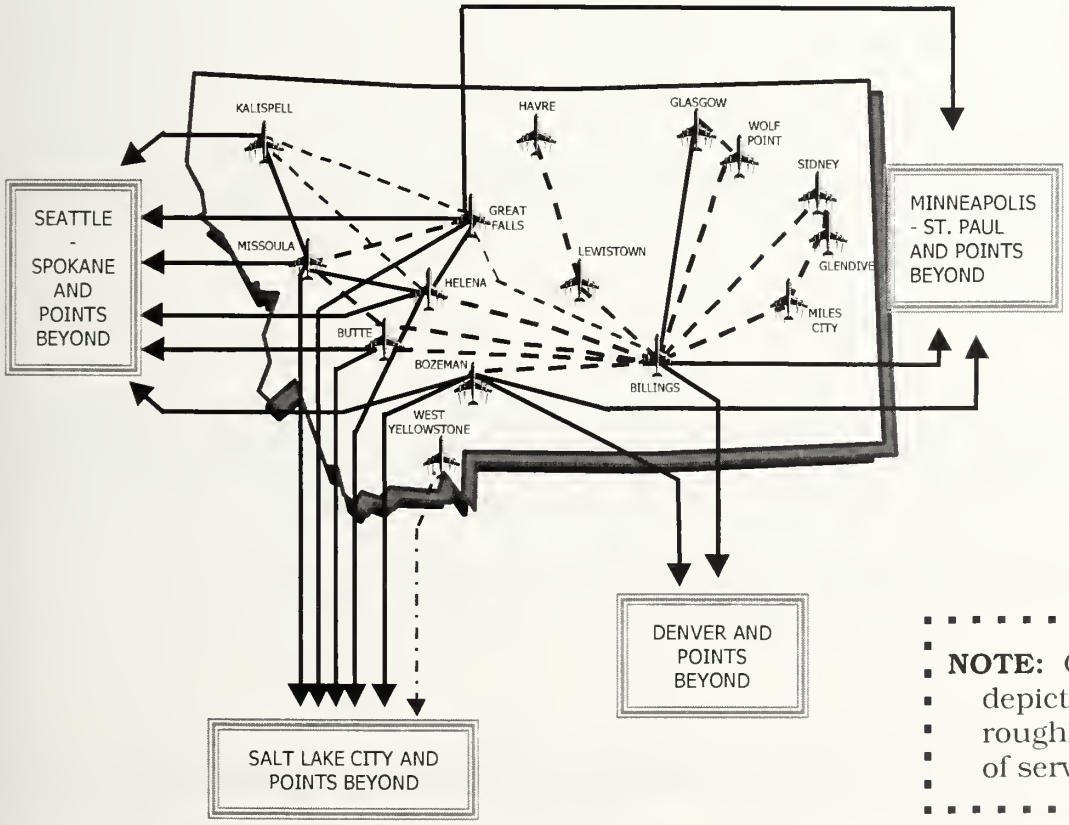
Air Transportation

Air transportation plays an important role in Montana because of the state's geography and distance from the nation's economic and population centers. The ability to connect Montana's rural areas to emergency medical facilities, urban centers, and to domestic and international destinations through air transportation is vital for Montana's citizens and businesses. A majority of Montana's major airports have embarked on extensive construction projects to improve their runways, taxiways, and parking ramps during the past ten years.

Montana has 118 public use airports and fifteen Montana cities receive scheduled airline service. Air transportation services are provided by the private sector. The services are constrained by the need to cover costs to stay in business and meet safety-related regulatory requirements. The public sector is involved through the ownership and operation of airports, except for the fifteen State owned and managed airports. Planning the airport system and public funding of capital projects takes place at the local, state, and federal levels. At the national level, the Federal Aviation Authority has designated a system of airports of national significance, the National Plan of Integrated Airport Systems, which qualifies the airports for federal funding assistance.

The MDT Aeronautics Division serves as a liaison between many of the state and national aviation organizations. Some of the division's responsibilities include providing technical assistance for airports, providing air search and rescue, safety training, designating a system of airports that are included in the Montana State Aviation System Plan, and managing airport loans and grant programs.

Montana's Scheduled Commercial Air Transportation System



NOTE: Only nonstop service depicted. Thickness of lines roughly represent frequency of service.

Source: MDT– Aeronautic Division
Refer to Exhibit IV-28 in *TranPlan 21*

Enplanement Trends

Air service in Montana is comprised of three main types of service:

- Commercial Air Service
- Essential Air Service
- General Aviation

Commercial Air Services - provides regularly scheduled passenger and freight air service.

Essential Air Service - is a federally subsidized service, provided by Big Sky Airlines, that ensures air access to rural communities that would not otherwise be served by commercial airlines.

General Aviation - facilities used for recreational, agricultural, or other services.

Enplanement counts, a measure of revenue-passenger air traffic, can show trends in the demand for air passenger services. Airline service is growing at a rapid pace as seen in the charts below. Trends show that general aviation is also growing and there is expected to be changes in air service patterns.

AIRPORT	Commercial Air Service Enplanements								Percent Change
	1993	1994	1995	1996	1997	1998	1999	2000	1993 - 2000
Billings	303,855	308,493	331,146	322,023	317,521	327,304	339,855	359,524	18.3%
Bozeman	174,256	172,502	185,710	195,246	207,352	217,308	221,997	242,650	39.2%
Butte	36,742	38,450	38,754	43,461	44,087	44,747	49,133	48,821	32.9%
Great Falls	122,376	119,806	124,538	121,315	123,181	126,216	136,066	141,833	15.9%
Helena	56,176	60,813	63,002	68,365	72,614	76,683	79,862	76,473	36.1%
Glacier Park	89,490	101,715	114,031	121,341	130,638	133,615	146,770	158,821	77.5%
Missoula	165,154	165,091	175,027	175,647	192,000	202,277	221,387	232,738	40.9%
TOTAL	***948,049***	***966,870***	***1,032,208***	***1,047,398***	***1,087,393***	***1,128,150***	***1,195,070***	***1,260,860***	***33.0%***

AIRPORT	Essential Air Service Enplanements								Percent Change
	1993	1994	1995	1996	1997	1998	1999	2000	1993 - 2000
Glasgow	4,096	N/A	4,104	3,515	3,137	3,394	4,001	4,129	0.8%
Glendive	1,837	N/A	1,732	1,430	1,264	1,933	2,327	2,127	15.8%
Havre	2,640	N/A	2,886	2,549	2,379	2,497	2,692	2,304	**-12.7%**
Lewistown	2,195	N/A	2,413	1,897	1,615	1,739	2,145	1,900	**-13.4%**
Miles City	1,873	N/A	1,853	1,655	1,672	2,377	2,934	2,652	41.6%
Sidney	4,109	N/A	4,676	3,465	3,761	4,668	4,515	5,150	25.3%
Wolf Point	3,512	N/A	3,327	2,940	2,721	2,880	3,036	3,372	**-4.0%**
TOTAL	***20,262***	***N/A***	***20,991***	***17,451***	***16,549***	***19,488***	***21,650***	***21,634***	***6.8%***

Source: Montana Airport Authorities & Managers
Refer to Exhibit IV-25 in *TranPlan 21*

Operations at High Volume General Aviation Airports

The chart below shows the number of annual operations at high volume general aviation airports (>8000 operations) in 1991 compared to the latest inspection year. Inspections are done every three years or when changes are made at the airport. Increased volumes at these airports indicates the importance of intermodal connections and the likelihood of airport capital improvements. The highest increases were at Laurel, Stevensville, Lewistown, and Hamilton.

AIRPORT	1991	INSPECTION YEAR	OPERATIONS	% CHANGE 1991 TO INSPECTION YEAR
Kalispell	32,700	1998	35,200	7.6%
Sidney	24,500	1999	23,600	**-3.7%**
Glasgow	21,981	1999	21,908	**-0.3%**
Hamilton	16,800	1999	20,400	21.4%
Lewistown	14,650	1999	18,100	23.5%
Plentywood	11,260	1999	11,360	0.9%
Libby	11,000	1998	5,000	**-54.5%**
Ennis	10,390	1998	11,050	6.4%
Miles City	10,388	1999	11,038	6.3%
Stevensville	7,650	1998	10,400	35.9%
Laurel	8,300	1998	13,100	57.8%
Dillon	9,520	1998	10,500	10.3%
Three Forks	9,280	1999	11,200	20.7%
Chinook	8,400	1999	8,750	4.2%
Forsyth	8,312	1998	8,800	5.9%
Havre	10,949	1998	9,100	**-16.9%**
Gardiner	8,100	1998	8,900	9.9%
TOTAL	***224,180***		***238,406***	***6.3%***

Source: MDT-Aeronautics Division - Operations listed from 5010 inspections
Refer to Exhibit IV-26 in *TranPlan 21*

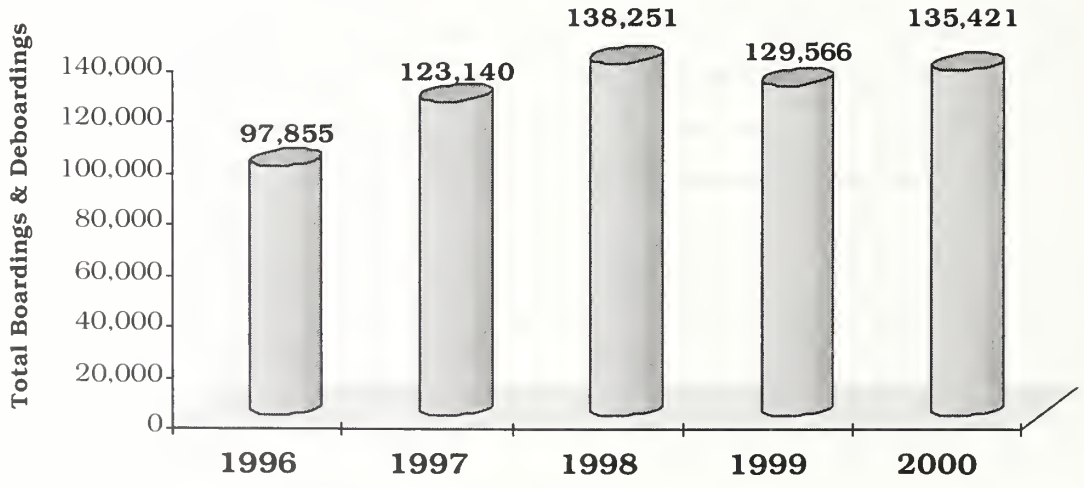
Passenger Rail

Passenger rail service in Montana is provided by the National Railroad Passenger Corporation (Amtrak) across the northern portion of the state. Amtrak is generally geared to the leisure or recreational traveler and is an important contributor to Montana's tourism industry. The "Empire Builder" has daily trains westbound and eastbound that originate in Chicago and parallels US 2 through Montana with sections that terminate in Seattle and Portland.

There are 12 stops in Montana at Browning, Belton-West Glacier, Cut Bank, Essex, Glasgow, Glacier Park (East Glacier), Havre, Libby, Malta, Shelby, Whitefish, and Wolf Point. The most used and largest station is Whitefish. Browning and Glacier Park stops are seasonal stations and Essex is a flag stop. The Belton-West Glacier station is owned by the National Park Service, the Whitefish station is owned by Stumptown Historical Society of Whitefish, and the other stations are owned by Burlington Northern Santa Fe Railway. Service for Montana stations has fluctuated in recent years due to changes in service and promotional programs. On February 1, 1995, Amtrak service to Montana stations was reduced from daily to four days a week, however, daily service resumed on May 11, 1997.

Amtrak is a federally-funded quasi-public corporation which has provided intercity passenger service across Montana since it was created in 1970 when Congress passed the Rail Passenger Service Act. Future service levels in Montana will be affected by national policy decisions concerning Amtrak funding, and the organizational and business decisions made by Amtrak for serving the east-west interstate passenger travel market in light of the Congressional mandate that Amtrak become self sufficient by late 2002..

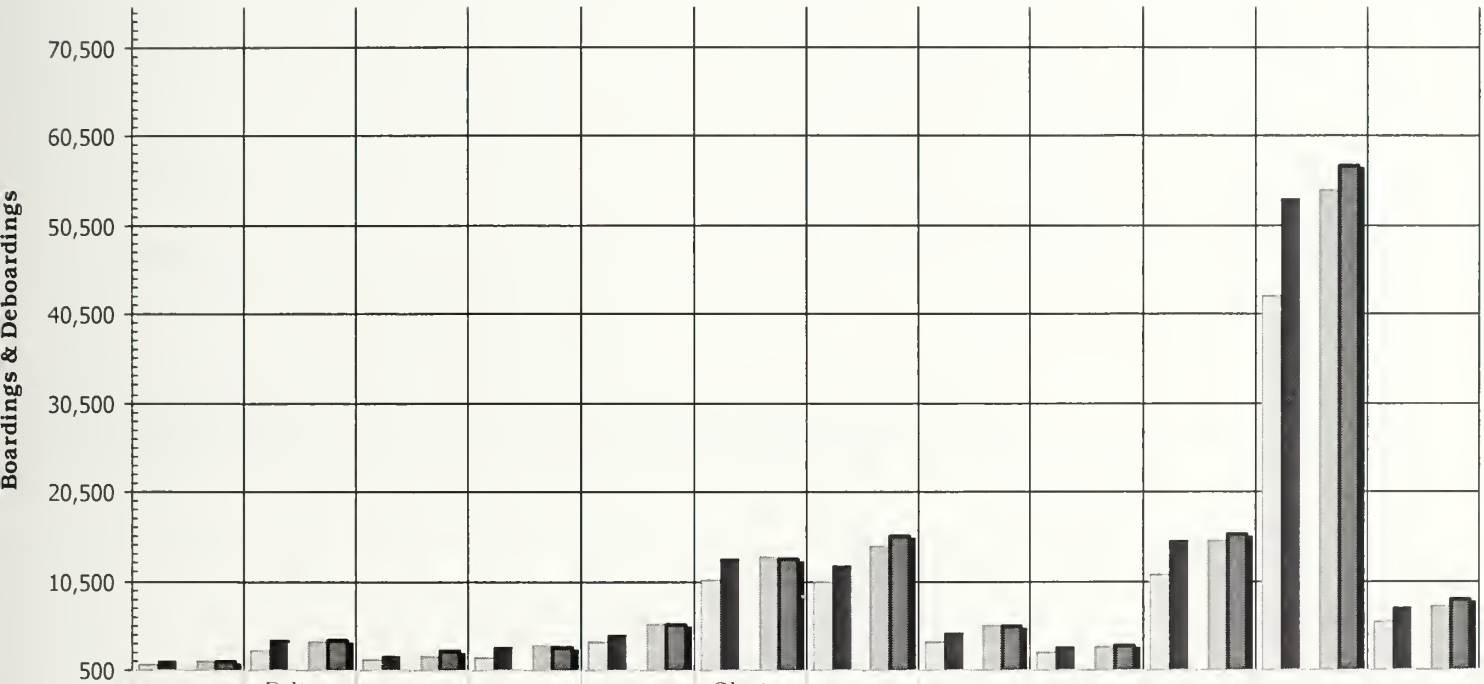
Annual Amtrak Ridership Totals



Source: Amtrak Monthly Ridership Tapes

Passenger Rail in Montana

Amtrak Station Totals
1996 to 2000



	Browning	Belton (West Glacier)	Cut Bank	Essex	Glasgow	Glacier (East Glacier)	Havre	Libby	Malta	Shelby	Whitefish	Wolf Point
1996	1,019	2,720	1,729	1,931	3,744	10,541	10,495	3,604	2,384	11,270	42,533	5,885
1997	1,421	3,779	2,100	3,080	4,445	12,936	12,107	4,655	3,021	14,868	53,371	7,357
1998	1,455	3,571	2,767	3,132	6,046	14,688	15,633	5,393	4,065	15,685	57,320	8,496
1999	1,549	3,702	2,162	3,354	5,668	13,226	14,379	5,443	3,094	15,036	54,338	7,615
2000	1,498	3,959	2,589	3,100	5,688	13,034	15,571	5,528	3,198	15,674	57,251	8,331

Source: Amtrak Monthly Ridership Tapes
Refer to Exhibit IV-39 in *TranPlan 21*

SYSTEM CHARACTERISTICS OVERVIEW

Bike and Pedestrian Transportation

Bicycle and Pedestrian Modes in Montana

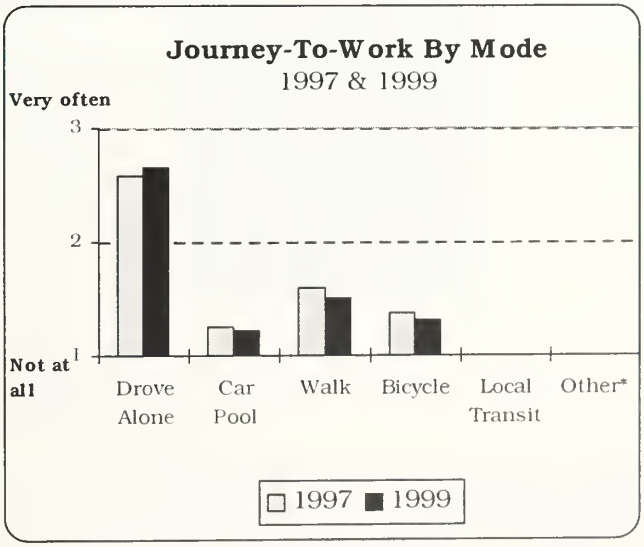
The primary source of data about bicycle ridership and pedestrian activity is the journey-to-work data collected for the U.S. Census (see table below). However, there is more current journey-to-work by mode information for Montana gathered by the 1997 and 1999 Public Involvement Telephone Survey (see chart below). In these surveys, residents were asked to describe the general frequency of the transportation mode they used for travel to and from work.

Walking is an element in almost every trip. According to the 1990 Census, just under 8% of Montanans walk to work every day, which is almost twice the national average. According to the 2000 Census estimates, 5.7 % Montana's walk to work, which is still higher than the national estimate (2.7%). Once again, journey-to-work is the only systematic data available concerning walking. However, it does not include the use of pedestrian facilities by those under 16 and walking for errands and other activities.

1990 Census
Journey-to-Work

City	Bicycle		Walk	
	NUMBER	PERCENT	NUMBER	PERCENT
Missoula	793	3.9%	1,638	8.2%
Bozeman	453	4.1%	1,858	16.9%
Great Falls	199	0.8%	1,173	4.8%
Helena	178	1.5%	1,276	10.5%
Billings	172	0.4%	1,779	4.6%
Kalispell	94	1.9%	381	7.5%
Butte	37	0.3%	866	6.4%
Total	1,926	1.5%	8,971	7.2%
STATEWIDE TOTAL	***3,209***	***0.9%***	***27,022***	***7.7%***

NOTE: 2000 Census bicycle to work information was not available at the time of this publication.

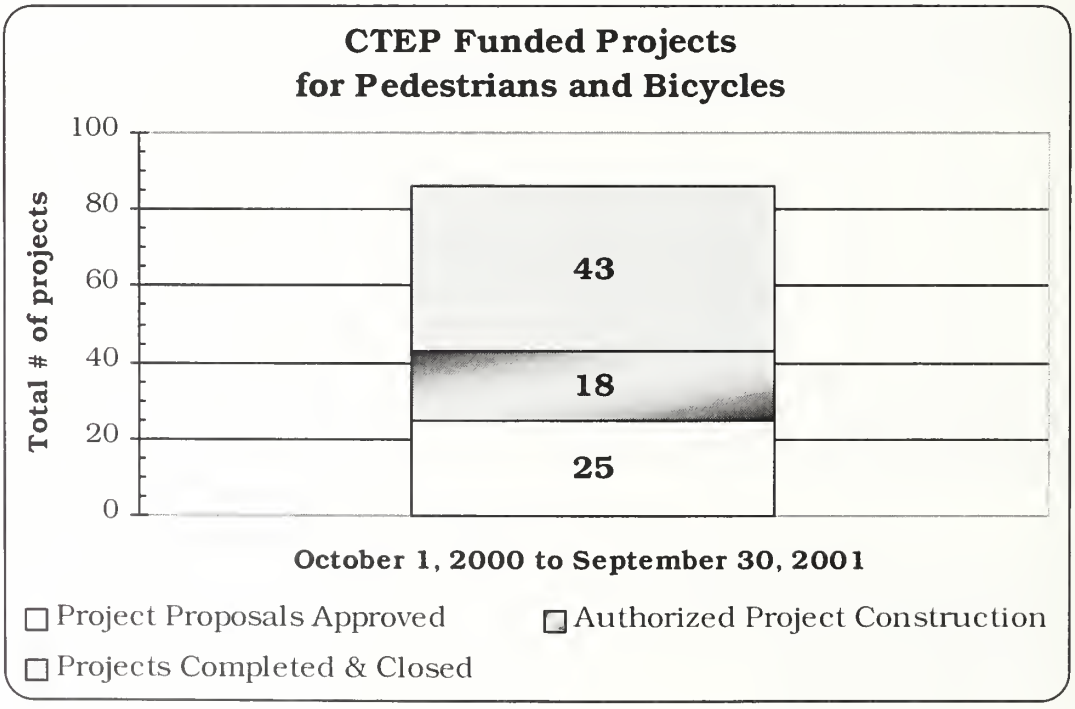


Source: 1990 & 2000 Census, U.S. Dept. of Commerce and
1997 & 1999 Public Involvement Telephone Survey
John Badlridge, University of Montana-Bureau of Business & Economic Research
Refer to Exhibit B in *TranPlan 21*

Bicycle and Pedestrian Projects in Montana

Since TranPlan 21 was adopted in 1995, MDT's full-time Bicycle and Pedestrian Coordinator has organized of three comprehensive bicycle and pedestrian facility design courses and works closely with project designers and local officials to identify bicycle and pedestrian use and needs early in the highway project design process. Residents throughout Montana have improved bicycle and pedestrian facilities as a result of these initiatives and MDT's innovative Community Transportation Enhancement Program (CTEP).

CTEP allows communities to fund projects such as bicycle paths, historic building renovations, and roadway landscaping. The chart below shows the status of bike/ped projects funded through CTEP.



Source: MDT-Rail, Transit, & Planning Division
CTEP Bureau-Progress Report

SYSTEM CHARACTERISTICS OVERVIEW

Fiscal Year 2001 Funding

Federal Transportation Funds Allocation

Section 60-2-127 MCA requires the Montana Transportation Commission to allocate a portion of the Federal transportation funds available for construction purposes for projects on the National Highway System, the various state-designated roadway systems and state highways.

The table below is based on the actual federal apportionments received by the state of Montana and the allocations as presented and approved by the Montana transportation commission for Federal Fiscal Year 2001.

PROGRAM	$ MILLION
Interstate System	63.15
National Highway System	85.64
Primary Highway System	52.69
Secondary Highway System	20.90
Urban Highway System	7.10
State Highways	1.00
MDT Annual Programs-Statewide (training, maintenance, utility fast process,...)	5.85
Enhancement Program:	
CTEP	5.52
Safety Program:	
Railroad Protective Devices	2.00
Railroad Hazard Elimination	0.00
Hazard Elimination	6.12
Bridge Program	20.45
Congestion Mitigation & Air Quality Improvement Program	10.58
Statewide Planning & Research	5.73
Metropolitan Planning	0.96
TOTAL FUNDS ALLOCATED	***$287.69***

Source: MDT-Federal FY 2001 Allocation Plan as presented and approved by the Montana Transportation Commission
Refer to Exhibits V-4 & V-5 in *TranPlan 21*

Funding Categories

Listed below are the major Federal and State transportation funding categories including Federal funds that Montana receives under the Transportation Equity Act for the 21st Century (TEA-21).

Refer to the Department's Statewide Transportation Improvement Program (STIP) for a narrative description of each of the funding sources. The STIP lists all funding categories by system type and by improvement type. A copy of the STIP can be obtained from the MDT website or the Project Analysis Bureau in the Rail, Transit, and Planning Division.

Funding Categories

IM- Interstate Maintenance

NH- National Highway

STP- Surface Transportation Program
- *STPP* - Surface Transportation Program Primary
- *STPS* - Surface Transportation Program Secondary
- *STPU* - Surface Transportation Program Urban
- *STPX* - Surface Transportation Program for other routes (off-system)
- *STPHS* - Surface Transportation Program Hazard Elimination Program
- *STPRP* - Surface Transportation Program Rail/Highway Crossing: Protective Devices Program
- *STPRR* - Surface Transportation Program Rail/Highway Crossing: Elimination of Hazard Program

CMAQ- Congestion Mitigation and Air Quality Improvement Program

BR- Bridge Replacement and Rehabilitation Program

SFC- State Funded Construction (100% State funded)

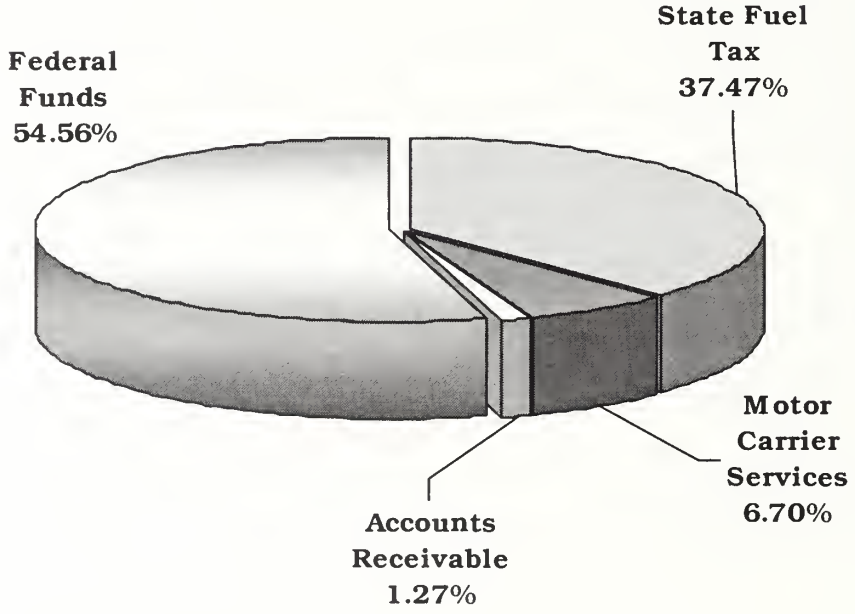
Fiscal Year 2001 Funding

Montana's highways are constructed and maintained with State and Federal funds collected from all highway users in the form of fuel taxes, registration fees, motor carrier fees and excise taxes. Montana's federal funding increased significantly with the passage of the Transportation Equity Act for the 21st Century (TEA-21) on June 9, 1998.

TEA-21 increases Montana's Federal-Aid Highway Program funding by roughly 60 percent over the Intermodal Surface Transportation Efficiency Act (ISTEA) levels. TEA-21 provides Montana with important new flexibilities that include:

- Congestion Mitigation and Air Quality Improvement Program funds can now be used to proactively address air quality and congestion needs across Montana.
- General transferability that allowed the Secondary and Urban Programs to increase.

FY 2001 Highway Program Revenues



FY 2001 Revenues = $464,567,285

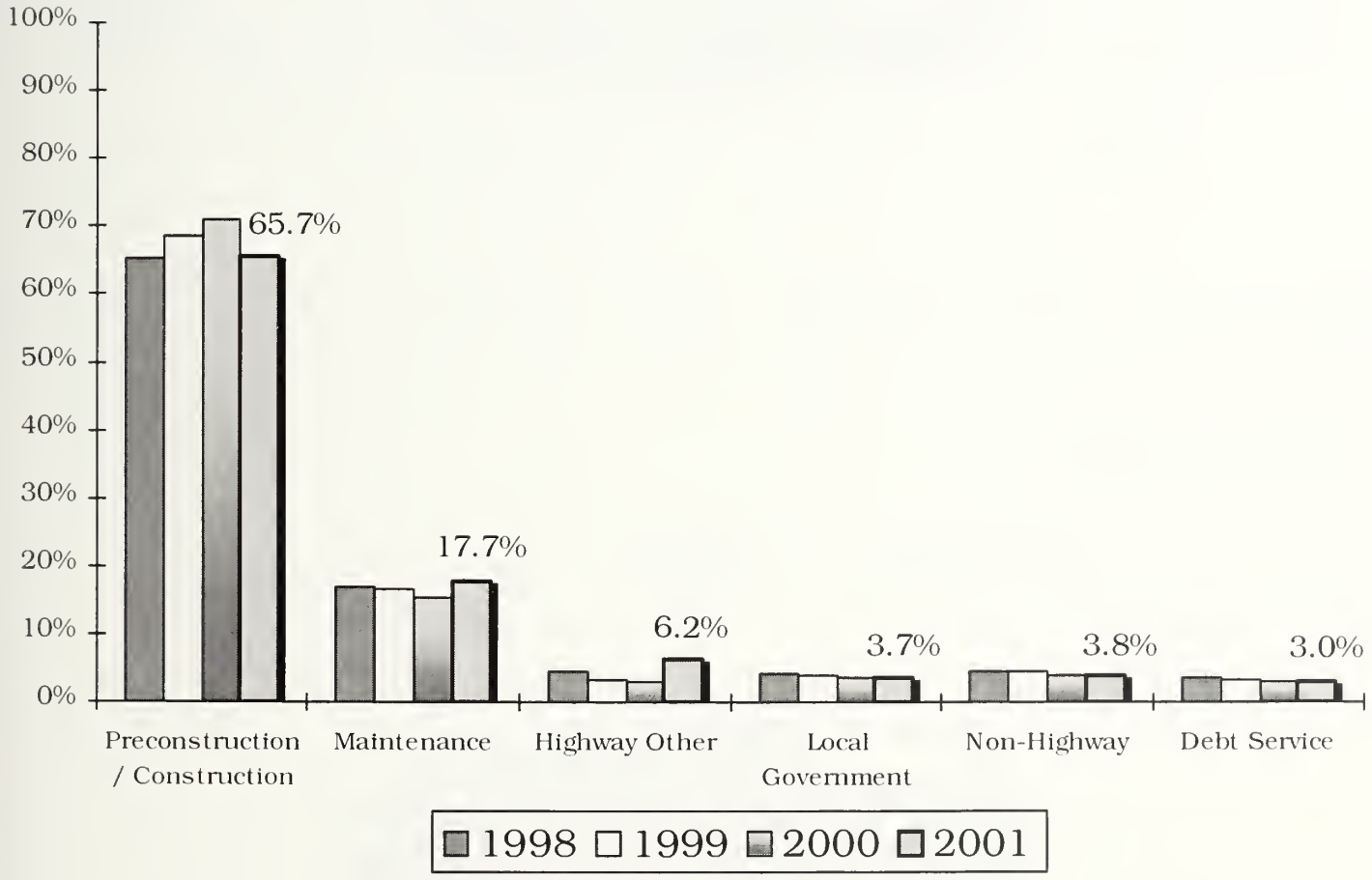
Source: MDT- FYE 2001 SBAS 623 Report
Refer to Exhibit V-6 in *TranPlan 21*

Fiscal Year 2001 Funding

Highway Program Expenditures

Total Expenditures

FY 1998	$395,228,369
FY 1999	$416,432,434
FY 2000	$461,061,884
FY 2001	$455,447,242

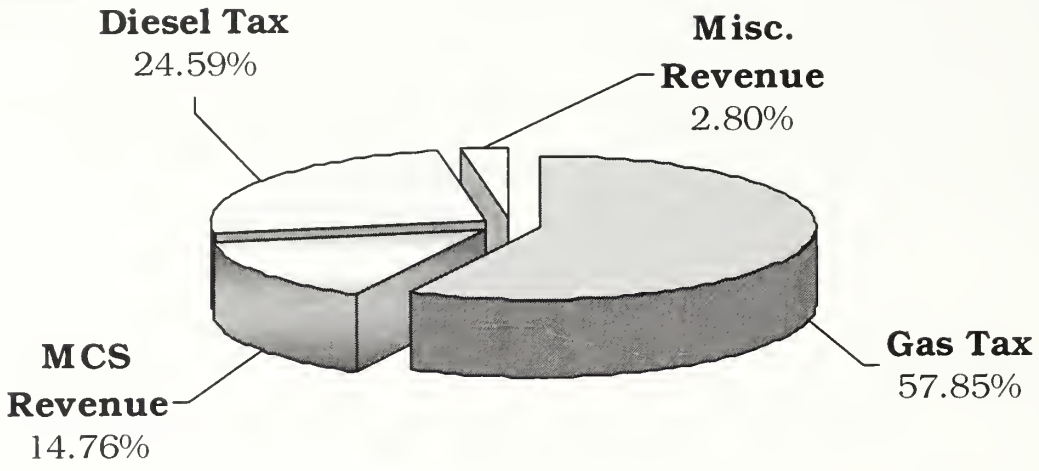


Source: MDT- FYE 2001 SBAS 623 Report
Refer to Exhibit V-8 in *TranPlan 21*

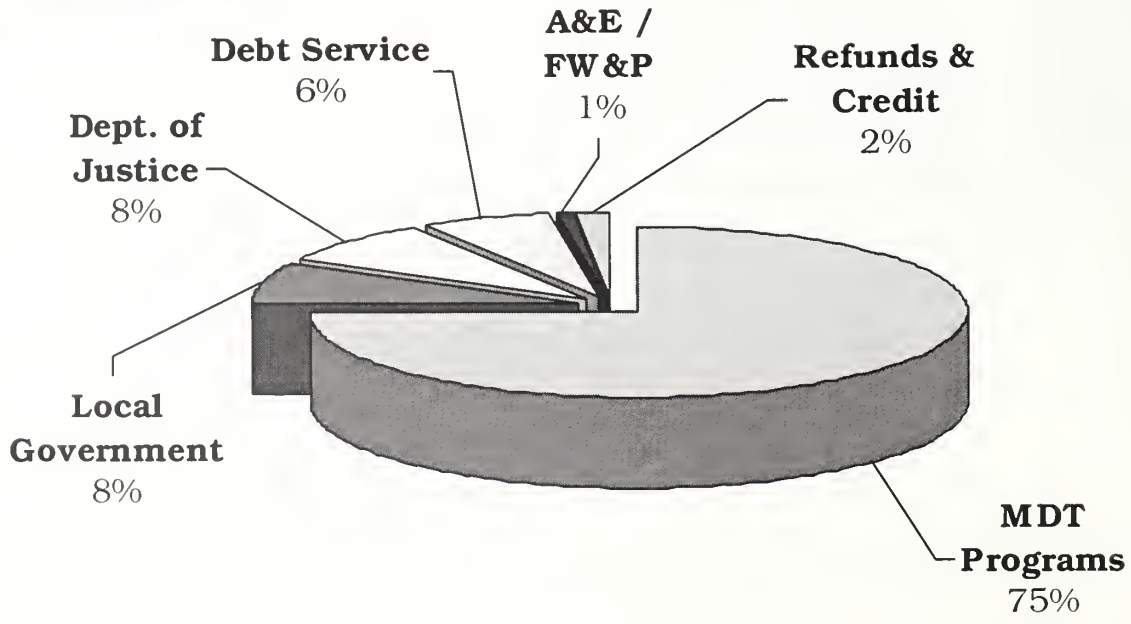
Fiscal Year 2001 Funding

State Fuel Tax/GVW Revenues and Expenditures

REVENUES



EXPENDITURES



Source: MDT- FYE 2001 SBAS 623 Report
Refer to Exhibit V-8 in *TranPlan 21*

POLICY GOALS AND ACTION STATUS

Montana Department of Transportation Policy Goals and Actions Status

Summary

The following graphs and tables report the implementation status of *TranPlan 21* policy goals and actions as of October 2001. They are grouped into the following policy areas:

- Economic Development
- Freight Mobility
- Roadway Systems Performance
- Access Management
- Land Use Planning and Transportation
- Public Transportation
- Bicycle and Pedestrian Transportation

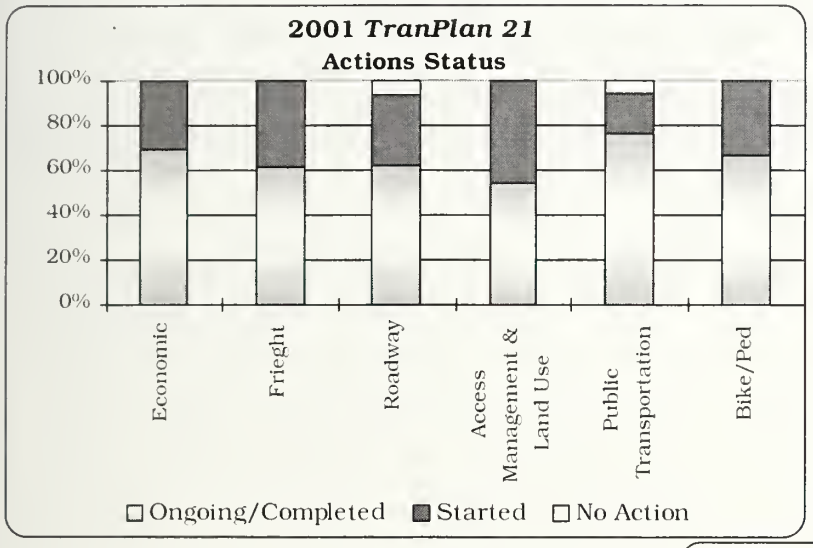
As the TranPlan 21 goals and actions are implemented, these tables will serve as both a guide to offices responsible for implementing the actions and as an instrument for future reporting and evaluation. The priorities for the actions are defined below.

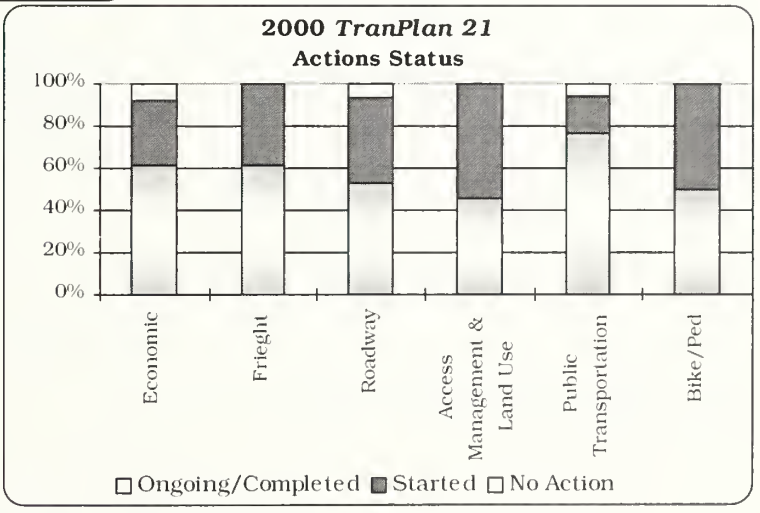
PRIORITIES:
HIGH – Ongoing/implemented before December 31, 2001
MEDIUM – Implement in 2-5 years
LOW – Implement when resources allow

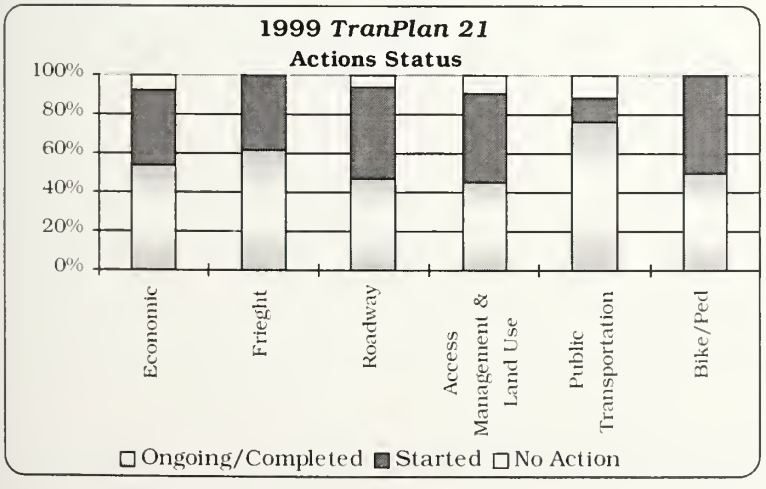
NOTE: The action descriptions in the following tables are summaries. Please refer to *TranPlan 21* for the complete text of the goals and actions.

MDT Policy Goals and Actions Status Graphs

The graphs below represent the actions in *TranPlan 21* that have been completed and/or are ongoing, have been started, or have had no action due to funding or staff limitations.







MDT Policy Goals and Actions Status

Economic Development

A - *Goal:* Promote a Transportation System that Provides a Cost Effective Access for Montana's Export Oriented ("basic") Industries to Regional, National, and International Markets.

Action	Responsible	Priority	Status
A.1 Work with shippers and private providers on a continuing basis to identify barriers to be overcome and transportation improvements that will enhance access to regional, national, and international markets.	Planning	High	▪ Commodity Flow Feasibility Study completed. ▪ Surveying shippers as part of biennial TranPlan 21 stakeholder involvement process. ▪ Contacted shippers as part of State Rail Plan update. ▪ Reviewing intermodal facilities to determine barriers
A.2 Prioritize support for "basic" industries as criteria in programming and project selection.	Planning	High	Evaluating criteria to determine data needs for inclusion in Performance Programming Process.
A.3 Work with commercial air carriers to maintain and enhance existing levels of service.	Aeronautics	High	▪ Aeronautics Division continues to staff the Governor's Essential Air Service Task Force, which provides input to Big Sky Airlines and U.S. DOT EAS Office. ▪ Involvement in frequency and scheduling of Big Sky Airlines with meetings with task force and commission. ▪ Continued participation in the Helena Chamber of Commerce Air Service Task Force. ▪ Continued involvement in the multi-state Trails West Aviation Group.

Priorities: HIGH- Ongoing/implement before December 31, 2001; MEDIUM- Implement 2 to 5 years; LOW- Implement when resources allow.
Responsible Office: *indicates lead office

Economic Development

B - *Goal*: Ensure State and Local Economic Development Policies, Plans, and Priorities Are Factored into Transportation Planning and Programming.

Action	Responsible	Priority	Status
B.1 Hold annual meetings with Department of Commerce regional development officers to discuss and review long-range plans, identify local and regional industries, infrastructure concerns, and transportation impediments (if any).	Planning* Engineering District Offices	High	▪ MDT initiated and participated in first meeting with Department of Commerce. ▪ Met with Department of Commerce staff in beginning of TranPlan 21 Update process.
B.2 Factor state and local economic development program priorities into the programming process.	Planning	High	▪ Evaluating economic devclopment criteria for incorporation into the Performance Programming Process as primary focus of TranPlan 21 Update.
B.3 Establish a new city park rest area program to encourage visitors to contribute to economic development.	Planning* Engineering District Offices Maintenance	High	▪ Rest areas constructed at Cut Bank, Havre, Whitefish, Big Sandy, Ennis, Lewistown, and Roundup. ▪ 1999 Rest Area Plan recommended continuation of program. ▪ Budget request for '03-'04 continued funding not advanced

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Economic Development

C - *Goal*: Engage in Multi-state and Regional Initiatives that Facilitate International Trade.

Action	Responsible Office(s)	Priority	Status
C.1 Participate in an examination of multi-state trade corridor initiatives.	MCS* Planning	High	▪ Actively involved in examination of Camino Real, CANAMEX, and WTTN Proposals. ▪ Partnering with WYDOT in development of joint port-of-entry north of Sheridan, which is expected to be operational by 2004. ▪ Participation in the Land Transportation Standards Subcommittee (LTSS) in Working Group 2 (Vehicle Weights and Dimensions). Membership in the LTSS includes Canada, U.S. (Federal) and Mexico. Only five states, including Montana, are participants. ▪ Participating in CANAMEX Corridor Coalition. ▪ Co-sponsoring trade corridor/border crossing discretionary grant applications as consistent with State and MPO plans.
C.2 Coordinate with planning undertaken by Canadian Provincial Governments of Alberta and Saskatchewan.	Planning MCS	High	▪ MDT formally recommended using the Western Regional Permit Program to accomplish uniformity between Montana and Alberta. MDT also offered to "sponsor" Alberta as a WRPP member. ▪ Actively involved in Montana Alberta Border Advisory Council. ▪ Working with Saskatchewan on MT 16 improvements and freight initiatives. ▪ Developing status report showing planned projects in adjoining states and providences.

Priorities: HIGH- Ongoing/implement before December 31, 2001; MEDIUM- Implement 2 to 5 years; LOW- Implement when resources allow.
Responsible Office: *indicates lead office

Economic Development

D - *Goal*: Promote Tourism and Access to Recreational, Historical, Cultural, and Scenic Destinations Through Transportation Planning and Programming.

Action	Responsible	Priority	Status
D.1 Implement the recommendations of the scenic byway feasibility study.	Planning	High	Legislation passed for a scenic byway program but no budget authority to implement the program.
D.2 Prioritize and encourage the development of transportation enhancements that promote tourist access.	Planning	High	▪ Through CTEP, local agencies are continually encouraged to develop improvements that provide access to recreational opportunities, historic sites, scenic and other destinations. ▪ Two new enhanced rest area designs developed with improved visitor services including electronic information.
D.3 Encourage more tourist oriented directional signing.	Engineering* District Offices Maintenance	High	▪ Revised administrative rules to allow for expanded business eligibility. ▪ On-going - Promote Tourist Oriented Directional Signs (TODS) as alternative to billboard advertising.
D.4 Minimize negative impacts of billboards by implementing recommendations from the Governor's Outdoor Advertising Task Force.	Engineering* Legal	High	Done through revised legislation and administrative rules.
D.5 Maintaining community character that enhances tourism and local economic development will be considered as part of project evaluation.	Planning* Engineering District Offices	Medium	Will be incorporated into the ongoing development of the Performance Programming process. Staff has met with DOC Regional Economic Development officers to promote economic development.

Priorities: HIGH- Ongoing/implement before December 31, 2001; MEDIUM- Implement 2 to 5 years; LOW- Implement when resources allow.
Responsible Office: *indicates lead office

Freight Mobility

A - *Goal*: Ensure Efficient Highway Freight Mobility.			
Action	**Responsible**	**Priority**	**Status**
A.1 Monitor highway freight corridors and prioritize improvements in these corridors.	Planning* MCS	Medium	▪ The Congestion Management System has evaluated the Billings-Great Falls, CANAMEX, and Camino Real corridors for 1996, 1997, 1998, 1999, and
A.2 Identify and address impediments to efficient freight movements in highway freight corridors.	Planning* MCS	Medium	▪ Objectives in Phase II Performance Planning Process. ▪ Developed a list of structures that cause routing problems for specialized loads. List is available from MCS. ▪ Impediments identified in CANAMEX Study.
A.3 Ensure freight corridors are addressed in metropolitan planning or-	Planning* District Offices	High	▪ Ongoing Planning Process ▪ Participated in bypass studies in Billings and Lewistown and
A.4 Work with local, federal, and Canadian governments to ensure Montana's border crossing needs are met.	MCS* Planning Engineering	High	▪ Participating in the operation of the Montana / Alberta Joint Uniform Vehicle Inspection Station located in Coutts, Alberta, Canada. ▪ Participating in the operation of the joint port/weigh station located at Haugan. ▪ Participating with Wyoming in designing a joint port/weigh station in Wyoming. ▪ Actively involved with MABAC. ▪ Participating in improvements to Coutts-Sweet Grass border crossing. ▪ CANAMEX Study

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Freight Mobility

B - Goal: Ensure a Balanced Freight System Through Preservation of the Existing Rail and Air Transportation System.

Action	Responsible Office(s)	Priority	Status
B.1 Prevent the further loss of rail branch lines by working with the railroad industry to facilitate the preservation of branch lines.	Planning	High	▪ Next phase of Whitetail Line rehabilitation project under development. ▪ Working with Port of Montana & UP on slide problems that threaten service to Scoular Grain and Port.
B.2 Identify and address priority grade separation needs at busy railroad crossings.	Planning* Engineering District Offices	High	Statewide Railroad Grade Separation Needs Study started June 2001, expected to be completed in a year.
B.3 Retain existing right-of-way in rail corridors.	Planning* Engineering	Medium	▪ Monitoring abandonment activity ▪ MDT involved in discussions related to potential Kalispell and Lewistown area abandonments.
B.4 Work with airport operators to maintain, preserve, and improve levels of commercial airfreight service.	Aeronautics* Planning	Medium	▪ The department financially sponsors many airport improvement projects throughout the state. ▪ The large carriers "supply and demand" dictate the market. No involvement by Division relative to commercial airfreight. ▪ Air freight volumes monitored in TP 21 Annual Report.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Freight Mobility

C - *Goal*: Improve Intermodal Connectivity by Increasing the Use of Intermodal Freight Facilities.

Action	Responsible Office(s)	Priority	Status
C.1 Encourage the use of, and improve the performance of, existing intermodal terminals with open access to enable efficient transfers between modes.	Planning* MCS	High	▪ Communication with intermodal terminal operators through WTTN and TranPlan 21 surveys to identify needs. ▪ Working with Port of Montana and Port of Northern Montana on potential LRFA projects to preserve and enhance services. ▪ Visiting intermodal facilities to determine needs
C.2 Encourage the use of existing truck/rail reload facilities and work with private industry in the development of new facilities with open access.	Planning	High	See C.1
C.3 Involve shippers and private sector providers on a periodic basis to improve the MDT's understanding of freight needs.	Planning	High	▪ Surveyed as part of TranPlan 21 biennial analysis, WTTN, and CANAMEX. ▪ Regular meetings with rail companies.
C.4 Include freight access as a component of statewide airport system planning.	Aeronautics* Planning	Medium	Montana airport system plan is updated annually.
C.5 Ensure that the MDT has in-house modal expertise to address freight issues associated with Interstate Commerce Commission requirements	Planning* Legal	Medium	Consulting firms used for ongoing issues

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

A - *Goal:* Establish Explicit Priorities for Roadway Improvements.

Action	Responsible Office(s)	Priority	Status
A.1 Establish a process for ensuring project selection reflects policy and planning goals.	Planning* Engineering District Offices Maintenance	High	▪ Using outputs from Perform ance Programming Process for new projects. ▪ Performance Programming Process is being added to the Tentative Construction Plan (TCP). ▪ Districts are being asked to nominate projects based on out puts from Performance Programming Process, which reflects the priorities established by TranPlan 21. ▪ TranPlan 21 Update will strengthen links between plan and P3 and develop ways to include economic development considerations.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

B - *Goal*: Systematically Modernize Montana's Highway Infrastructure.			
Action	**Responsible Office(s)**	**Priority**	**Status**
B.1 Continue to use the existing Geometric Design Standards for preserving and developing the highway system.	Engineering* District Offices Planning	High	▪ On going – continuing to use the existing Geometric Design Standards. ▪ The Department also developed a related document aimed at preserving the system entitled "Guidelines for Nomination and Development of Pavement Treatment Projects". The matrix for major and minor rehabilitations is complete.
B.2 Establish criteria (goals and standards) to be used to determine reconstruction needs and whether to add capacity.	Planning* Engineering District Offices Maintenance	Medium	▪ Established congestion performance measures to meet goals set by MDT from TranPlan 21. ▪ Established pavement performance measure using Ride Index. ▪ Preparing to expand into a structural component to reflect performance below the pavement surface.
B.3 Establish and implement proactive right-of-way preservation in corridors forecast to have capacity constraints over the next twenty years.	Planning* Engineering District Offices	Medium	▪ Engaged in several efforts along US 93 to preserve right-of-way. ▪ Initiating stand-alone control of access projects on highway in high growth areas.
B.4 Inform local planning and development officials of the state's desire to preserve these corridors and the extent of local responsibilities in this regard.	Planning* Engineering District Offices	High	Discussions through urban planning process.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

B - *Goal*: Systematically Modernize Montana's Highway Infrastructure.

Action	Responsible Office(s)	Priority	Status
B.5 Encourage local jurisdictions to address right-of-way preservation in local land use plans and any access management programs.	Planning	High	Working with local jurisdictions in access management project and urban planning process.
B.6 Establish and fund a program, if necessary, for acquisition of right-of-way on highways that are currently congested and TranPlan 21 forecasts indicate will be congested in the next twenty years.	Engineering* Planning District Offices	Low	▪ Corridor preservation is encouraged with identified congested areas. Funding must be prioritized and established when available. ▪ Department has initiated several stand-alone control of access projects.
B.7 Use the Pavement, Maintenance, and Bridge Management Systems to coordinate maintenance work with other construction work.	Engineering* Maintenance District Offices	High	Performance Programming Process query tool developed to allow Districts to coordinate maintenance work with construction projects using all management systems (Pavement, Bridge, Safety, CMS, and Maintenance).

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

C - *Goal*: Enhance the Multimodal Role of the Roadway System.			
Action	**Responsible Office(s)**	**Priority**	**Status**
C.1 Include consideration of public transit needs in updates to the Geometric Design Standards.	Engineering* Planning District Offices	Low	Geometric Design Standards have not been updated. Public transit needs continue to be identified during project scoping.
C.2 Use the Congestion Management System to identify corridors where public transportation could reduce the need for capacity improvements.	Planning* Engineering District Offices	Medium	Congestion Management System completed.
C.3 Identify criteria and locations for transit supportive design.	Planning* Engineering District Offices	High	▪ Ongoing plan development - TDP's – Add TDM & TDP elements to Transportation Plans and updates for urban areas. ▪ References in design reviews of major facility sites. ▪ Heightened awareness from expanded public involvement at project level. ▪ Included survey in State Transit Needs Study. ▪ Proposed projects are being reviewed to identify transit needs.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

D - *Goal*: Identify and Deploy Cost-effective Intelligent Transportation Systems Applications to Improve Safety and Capacity.

Action	Responsible	Priority	Status
D.1 Develop the MDT's intelligent transportation systems plan as the basis for evaluating, and where cost effective, deploying advanced vehicle technologies in lieu of highway system improvements to improve safety and capacity.	Planning* MCS Engineering District Offices Maintenance	High	▪ ITS Strategic Plan adopted June 1999. ▪ Variable message signs deployed on I-90 on Bozeman Hill, Homestake Pass and Lookout Pass ▪ Automated gates deployed in Yellowstone Park at Gardiner and West Yellowstone entrances. ▪ Contract let for traveler information kiosk development. ▪ Development contract for 511 Traveler Information System initiated.
D.2 Encourage the metropolitan planning organization areas to include consideration of intelligent transportation systems in their long-range plans.	Planning	Medium	Continuing

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

E - *Goal*: Preserve Highway Pavement Conditions at Existing or Higher Levels on the Interstate and Primary System. Establish Goals for Improving Secondary System Pavement Conditions.

Action	Responsible Office(s)	Priority	Status
E.1 Ensure that the Pavement Management System is used as a planning, program development, and engineering tool.	Engineering* District Offices Planning Maintenance	High	PvMS use institutionalized. Performance Programming Process query tool is developed and will be utilized by the Districts. (see B.7)
E.2 Ensure use of the Pavement Management System is institutionalized.	Engineering* District Offices Planning Maintenance	High	The PvMS is institutionalized.
E.3 Develop ways to evaluate techniques and materials through the management system to ensure long-term performance.	Engineering	Medium	Work is continuing on this goal within PvMS and Research.
E.4 Use the Pavement Management System to define strategies and funding levels that will maintain existing performance.	Engineering* Planning Maintenance	High	Developed Performance query tool and used the Performance Programming Process to develop strategies and funding levels.
E.5 Monitor and determine the impacts of the North American Free Trade Agreement (NAFTA) upon Montana's transportation facilities.	Engineering* Planning MCS	High	▪ Working towards more reliable truck data (with the implementation of TRADAS) to assess impacts. ▪ Participation in LTSS (see item 1 in C.1). ▪ Participation in the WASHTO Committee on Highway Transport. ▪ Participation in the AASHTO Subcommittee on Highway Transport. ▪ Involved with STARS WIM application as it pertains to ESALS and pavement design.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

E - *Goal*: Preserve Highway Pavement Conditions at Existing or Higher Levels on the Interstate and Primary System. Establish Goals for Improving Secondary System Pavement Conditions.

Action	Responsible Office(s)	Priority	Status
E.6 Regularly update the cost allocation study to ensure equity in user fees and include analysis of secondary system use.	MCS* Planning	High	The cost allocation study is completed and was distributed September 2000.
E.7 Do not increase the MDT's maintenance responsibilities.	Maintenance	High	As part of larger effort to address program inefficiencies, legislation passed (SB 333) that requires MDT to maintain paved Secondary Highways by 01-01-2001. Maintenance completed takeover ahead of schedule.
E.8 Use the Pavement Management System to assist local jurisdictions to understand their preservation needs.	Engineering	High	MDT took over the maintenance of paved Secondary Highways including pavement preservation.
E.9 Establish maintenance standards and goals to complement the Geometric Design Standards.	Maintenance* Engineering	Medium	Has been delayed until after the Secondary Highways have been surveyed and results analyzed.
E.10 Prioritize system preservation and maintenance.	Engineering* District Offices Maintenance Planning	High	▪ PvMS continues to provide information through publication of the PvMS Annual Report. The information is provided to Planning, Engineering, and Maintenance. It is also used in the Performance Programming Process to develop strategies for system preservation. ▪ Preservation of existing system, including reconstruction, remains primary focus of construction program.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

E - *Goal*: Preserve Highway Pavement Conditions at Existing or Higher Levels on the Interstate and Primary System. Establish Goals for Improving Secondary System Pavement Conditions.

Action	Responsible Office(s)	Priority	Status
E.11 Use the Bridge Maintenance System as a planning, program development, and engineering tool.	Engineering* Planning	High	▪ The BMS is fully utilized with its inspection module and the data is used to prioritize bridge construction projects, determine the proper scope for those projects, and provide direction for the bridge maintenance program. ▪ The BMS cost module is still under development-target date for completion is April 2002. ▪ The data in the BMS is used in the Performance Programming Process.
E.12 Provide and disseminate transportation system preservation and maintenance information.	Engineering* Maintenance Public Affairs Planning	High	▪ Accomplished and finalized with the advent of PvMS collecting Secondary Highway distress information and the routine inclusion and publishing of the information ▪ Second customer services surveys completed and winter maintenance level of service implemented. ▪ Transportation Awareness Program (TAP) continues with national recognition.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

F - *Goal*: Improve Construction and Maintenance Techniques and Materials

Action	Responsible Office(s)	Priority	Status
F.1 Continually review maintenance operational procedures for efficiency and effectiveness improvements.	Maintenance* District Offices	High	▪ The Division is continually reviewing department methods and procedures for roadway maintenance. ▪ Have provided guidance and best practice information to the field and have improved quality of pavement work. ▪ Continually reviews other states' best practices and the testing and evaluation of new material and processes to ensure best practices and applications.
F.2 Review procedures for testing and accepting maintenance materials to ensure quality materials.	Engineering* Maintenance	High	▪ Working with Maintenance and providing materials testing support on submitted samples. ▪ Maintenance field review reports are shared with Materials Bureau staff to provide feedback on materials issues.
F.3 Utilize the Maintenance Review Section and the Construction Review Section, through the Materials Bureau, to further review the problem of poor aggregates and availability throughout the state.	Engineering* Maintenance	High	Continue to work on this using feedback from Maintenance and Construction in the districts.

Priorities: HIGH- Ongoing/implement before December 31, 2001; MEDIUM- Implement 2 to 5 years; LOW- Implement when resources allow.
Responsible Office: *indicates lead office

Roadway System Performance

F - *Goal*: Improve Construction and Maintenance Techniques and Materials			
Action	**Responsible Office(s)**	**Priority**	**Status**
F.4 Review department procedures for testing and accepting new material and procedures developed through research and development.	Engineering* Maintenance	High	▪ Participant in NTPEP for evaluating new materials. ▪ Formalized MDT's research implementation procedures for products and procedures. ▪ Receive information on new products through a nationwide Materials Engineers server list and participation in AASHTO and WASHTO.
F.5 Continue ongoing communications processes with contractors and materials suppliers to improve results.	Engineering* Maintenance District Offices	High	▪ Continuing to meet monthly the MCA/MDT technical liaisons as well as specialty seminars and training with industry. ▪ Monthly minutes are distributed to MCA and district DCS's.
F.6 Continue efforts to review bidding procedures to determine if there are any impediments to implementation of new methods or materials.	Engineering	High	In the process of implementing the AASHTO package of bidding, estimates, and bid collusion detection software.
F.7 Establish a task force including contractors and suppliers to review the bidding process.	Engineering	High	Several changes to the bidding process and bidding procedures have been implemented. This was developed through the monthly MCA/MDT liaison meetings.

Priorities: HIGH- Ongoing/implement before December 31, 2001; MEDIUM- Implement 2 to 5 years; LOW- Implement when resources allow.
Responsible Office: *indicates lead office

Access Management

A - *Goal*: Improve Corridor Level Access Management to Preserve the Highway System.

Action	Responsible Office(s)	Priority	Status
A.1 Establish a classification scheme for access management that defines the appropriate level of access and access control for different classes of state roadway according to functional classification, existing level of access, and surrounding land use.	Planning* Engineering District Offices Maintenance	High	▪ Consultant contract completed. ▪ Coordinator selected. ▪ Pilot projects initiated ▪ Have used the CMS to map access points to help in classification scheme.
A.2 Inventory, refine the methods, and ensure that there is adequate authority to manage access in Montana.	Planning* Engineering District Offices	High	▪ See A.1 ▪ In process of completing inventory of all access resolutions and placing in a database.
A.3 Work to communicate the performance benefits arising from an access management policy.	Planning* Engineering District Offices	High	See A.1

B - *Goal*: Establish and Fund a Level of Travel Demand Forecasting that will Support an Access Management Program.

Action	Responsible Office(s)	Priority	Status
B.1 Use the state travel Highway Information System, the TranPlan 21 travel forecasting method and the Congestion Management System to anticipate areas and facilities in need of access management actions.	Planning	High	▪ Rural element of CMS information is completed and in use. ▪ MDT has made transition from Highway Information System (HIS) to Transportation Information System (TIS).
B.2 Encourage improvement of the condition of travel demand forecasting at the Metropolitan Planning Organization level to better anticipate and identify problem areas, and to link access management policies to local land use policies.	Planning	High	▪ Traffic Forecasting Model upgraded to TransCAD to improve ability to use GIS data including land use information. ▪ Billings & Billings models completed. ▪ Helena model developed for I15 EIS

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Land Use Planning and Transportation

A - *Goal*: Encourage Responsible Jurisdictions to Establish Land Use Planning and Development Permitting Mechanisms to Manage Transportation Demand by Building Their Planning Capacity.

Action	Responsible Office(s)	Priority	Status
A.1 Work with local jurisdictions to establish and implement a consistent approach for including land use and access management strategies in urban areas and Metropolitan Planning Organization plans receiving state funding.	Planning	High	Ongoing via plan updates.
A.2 Work with the Metropolitan Planning Organizations and urban areas to develop consistent land use driven travel demand forecasting capability.	Planning	High	Ongoing update process with Billings, Bozeman, and Helena using new GIS-based TransCAD Modeling Program.
A.3 Participate in a working group of the Department of Commerce and representatives of affected jurisdictions to develop and propose legislative recommendations for the 57th Legislature.	Planning	Medium	Met with DOC Regional Development officers. Staff resources have not allowed for implementation.
A.4 Consistently apply existing development review authority to ensure that new development contributes to the cost of resulting transportation system improvements.	Planning* Engineering District Offices	High	System Impact Process developed. Review through the System Impact Process is being consistently applied to approximately 40 projects including several large corridor level projects.
A.5 Encourage the Department of Administration, the Long Range Building Committee, and state agencies to consider transportation demands when locating new capital facilities and leasing new property.	Planning* Maintenance	High	Directory developed and distributed to agencies to encourage coordination.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Land Use Planning and Transportation

B - *Goal*: As Part of the Development Review Process, Provide Authority to Enable Local Jurisdictions and MDT to Require Developer Contributions to Improvements that Accommodate New Traffic Demands.

Action	Responsible Office(s)	Priority	Status
B.1 Establish a defensible meehanism for determining the eosts of transportation improvements to be paid by the developer.	Planning* Engineering Distriet Offiees Legal	High	▪ Criteria and thresholds identified as to when developments should be reviewed in the System Impaet Action Proeess in order to assess eosts. ▪ Broehure published and approved by the Transportation Commission as guidanee and distributed.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Public Transportation in Montana

A - *Goal*: Promote and Support Increased Use of Public Transportation Systems.

Action	Responsible Office(s)	Priority	Status
A.1 Support local promotional / educational programs to publicize transportation opportunities.	Planning* Public Affairs	High	▪ Brochure and video completed. ▪ MTA effort, training classes, TAWSE, MR TMA – on going. ▪ TDM video and public service announcements completed and distributed. ▪ Display booth designed and completed.
A.2 Ensure highway improvements address public transportation needs.	Planning* Engineering District Offices Maintenance	High	▪ On-going process. ▪ Public transportation needs are addressed on a project by project basis as required. ▪ Transit staff reviews proposed projects to identify transit needs.
A.3 Provide state-level funding support for transit by providing a fixed amount of funding for rural transit system "off the top" of Surface Transportation Program funds, and transfer urban highway funds to transit at the request of metropolitan planning organizations.	Planning	High	STP funds provided to eligible recipients "off-the-top" in the last six years has doubled funding for capital improvement projects.
A.4 Coordinate state planning, urban area, and transit system development planning and management.	Planning	Medium	▪ Transit advisory committees. ▪ MR TMA in place. ▪ State agency reps on capital assistance committee. ▪ Presentations at TAC, etc.
A.5 Establish minimum transit service goals in cooperation with local agencies.	Planning	Medium	▪ Rural transit needs study completed.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Public Transportation in Montana

B - *Goal:* Preserve Existing Intercity Public Transportation Service and Encourage/ Facilitate the Development of New Services.

Action	Responsible Office	Priority	Status
B.1 Work with the intercity bus industry to identify the most effective state-level actions for preserving existing service.	Planning	High	Intercity & Rural Passenger Transportation Study completed.
B.2 Evaluate the costs and feasibility of funding of new intercity service in unserved areas.	Planning	High	▪ Complete – See B.1 ▪ Funded Valley Co. Transit-Glasgow intercity route to Glendive.
B.3 Fund the implementation of a "rural ride-sharing" demonstration program.	Planning	High	Kalispell, Missoula, and Helena Ride Share Programs completed.
B.4 Work to improve publicly owned intermodal passenger facilities.	Planning	High	Funding Phase II of the Billings Greyhound bus depot upgrade.
B.5 Coordinate with Amtrak to facilitate increased use of rail and preservation of existing service levels.	Planning	High	▪ Working with Amtrak and local groups on express freight effort to improve viability of Empire Builder. ▪ Communicate with Amtrak managers to identify other needs.
B.6 Evaluate intermodal passenger connections using existing bus, train, or airline terminals.	Planning	Medium	▪ IRPT study completed. ▪ Boardings monitored and reported as part of planning process.
B.7 Ensure that Montana's interest in expanded passenger rail services are addressed in any national decision-making concerning increased Amtrak service.	Planning	High	▪ MDT continues to monitor Amtrak activities and provide information and support as needed. ▪ Provided testimony to Amtrak Reform Council.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Public Transportation in Montana

C - *Goal*: Work to Improve Service to Social Service Passengers and the Transportation Disadvantaged – the Elderly, Children at Risk, Low Income, and the Disabled – Through Interagency Coordination.

Action	Responsible Office	Priority	Status
C.1 Improve state agencies and local provider cooperation in funding coordination.	Planning	Medium	Staff resources have not allowed for initiation of this action.
C.2 Establish a statewide coordination council to increase flexibility in budgets and budgeting processes so that transportation providers can more easily access and coordinate available funds.	Planning	Medium	State agency representatives and transit providers meeting to address the coordination of transit services (Montana Transportation Partnership Committee).
C.3 Work with Public Service Commission to facilitate easier entry into passenger service provisions (especially Medicaid transportation).	Planning	Medium	Ongoing

D - *Goal*: Identify and Implement Transportation Demand Management Actions that will Work in Montana.

Action	Responsible Office	Priority	Status
D.1 Encourage Metropolitan Planning Organizations and urban areas to evaluate demand-side strategies in their plans.	Planning	High	Ongoing- Bozeman plan update completed, Missoula plan update will include TDM.
D.2 Work with other state agencies to develop a transportation demand management program for state government.	Planning* Maintenance	High	▪ Try Another Way Committee for (Helena) State Employees (TAWSE). ▪ TDM video and PSAs developed and distributed.

Priorities: HIGH- Ongoing/implement before December 31, 2001; MEDIUM- Implement 2 to 5 years; LOW- Implement when resources allow.
Responsible Office: *indicates lead office

Bicycle and Pedestrian Transportation

A - *Goal*: Institutionalize Bicycle and Pedestrian Modes.

Action	Responsible Office	Priority	Status
A.1 Develop the State Bicycle and Pedestrian program with the following elements: • A coordinator with responsibilities for planning and assisting with implementation. This will include coordination with related state and local government planning efforts.	Planning	High	▪ Coordinator advises local agencies on the development and implementation of non-motorized facility plans.
• A program of training and assistance to staff within the Department to address the needs of non-motorized modes.		High	▪ NHI course sponsored in 1997. ▪ Northwestern University Traffic Institute courses in Helena and Billings in 1999. ▪ Staff will arrange follow-up course for 2002
• Coordination with related state planning efforts including State Department of Fish, Wildlife and Parks, State Lands, and Department of Natural Resources and Conservation.		High	▪ Reviewed and commented on FW&P State Trails Plan. Other coordination efforts continuing.
• Develop a statewide bicycle/pedestrian plan that will implement the related goals and objectives of TranPlan 21.		Medium	▪ Bike/ped coordinator concentrating efforts on process to ensure bike/ped issues are identified earlier in development of major projects entering the program.
A.2 Work with the Department of Commerce to prepare a bicycle-related tourist guide.	Planning	High	State touring guide updated and 20,000 copies distributed.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Bicycle and Pedestrian Transportation

A - *Goal*: Institutionalize Bicycle and Pedestrian Modes.

Action	Responsible Office	Priority	Status
A.3 Assist other units of government to provide transportation facilities that encourage or consider the use by bicyclists and pedestrians.	Planning	High	▪ NHI Course sponsored in 1997. Northwestern University course provided to local officials twice in 1999. Course under development for 2002. ▪ Planning assistance provided when requested. ▪ Ongoing CTEP training for local and tribal governments. ▪ CTEP engineers available to give technical and project administration assistance to all local and tribal governments and review and approve various stages of project development.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Bicycle and Pedestrian Transportation

B - *Goal*: Target Bicycle-related and Pedestrian Improvements to Account for Urban, Rural, and Regional Differences in Current and Future Use.

Action	Responsible Office	Priority	Status
B.1 Identify the most significant routes designated through Metropolitan Planning Organizations and urban area plans and selected rural "touring routes" with the greatest demand as the basis for planning and system improvement decisions.	Planning* Engineering District Offices	High	▪ Reviewing MPO and urban plans to identify bike/ped routes on state routes and identifying "touring routes". ▪ Looking into data collection technology that may assist in identifying and quantifying bike/ped usage and needs. ▪ Distributing surveys to bicyclists that request travel information to identify most used routes.
B.2 Establish a consistent planning approach and design guidelines for incorporating bicycle and pedestrian facilities into highway improvement projects.	Planning* Engineering Maintenance	High	▪ MDT Road Design Manual defines pedestrian and bikeway facilities design. A periodic review of planning and design criteria will be performed to identify areas needing updates. ▪ Preliminary Field Review guidelines revised to include explicit consideration of bike/ped issues.
B.3 In incorporated areas, unincorporated communities, and Indian reservations consider further bicycle improvements based upon proven use or expected future use.	Planning* Engineering District Offices	High	Current and future bicyclist needs identified early in project development process in cooperation with bike/ped coordinator.
B.4 Improve bicycle and pedestrian facilities in Montana through incorporation in existing projects.	Planning* Engineering District Offices	High	▪ Highway projects include appropriate accommodations based on existing and expected use and available funding. ▪ 1999 TranPlan Public Involvement Survey shows 18% increase in satisfaction with bicycle facilities over 1997 levels.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

Bicycle and Pedestrian Transportation

B - *Goal:* Target Bicycle-related and Pedestrian Improvements to Account for Urban, Rural, and Regional Differences in Current and Future Use.

Action	Responsible Office	Priority	Status
B.5 Make selected bicycle improvements in urban areas as a congestion management and air quality improvement strategy.	Planning* Engineering District Offices	High	▪ Missoula bike coordinator, bike racks on buses, bike trails, North Reserve, etc... ▪ MACI Program provides funds for similar projects in 19 additional communities.
B.6 Adopt and implement consistent bicycle friendly maintenance standards	Maintenance* Engineering Planning	High	▪ MDT has improved maintenance of paths/ walkways and sweeping operations to remove particulate from the roadway to improve air quality and reduce hazards to bike/ped traffic. ▪ 36 new sweepers, including 17 with sidewalk sweeping capability purchased and delivered in 1999. Additional maintenance equipment funded with '02-'03 MACI funds. ▪ As resources allow, District maintenance crews respond to requests for additional maintenance for special events.

Priorities: HIGH– Ongoing/implement before December 31, 2001; MEDIUM– Implement 2 to 5 years; LOW– Implement when resources allow.
Responsible Office: *indicates lead office

APPENDIX

Guide to Highway Systems in Montana

Federally Designated Highway Systems

National Highway System (NHS):

A Federal system of public highways as defined in Title 23, USC and designated by Congress or the Secretary of Transportation that includes the Interstate System as well as other roads important to the Nation's economy, defense, and mobility.

Interstate NHS:

The Dwight D. Eisenhower National System of Interstate and Defense Highway consists of routes of highest importance to the Nation, which connect, as directly as practicable, the principal metropolitan areas, cities, and industrial centers including important routes into, through, and around urban areas, serve the national defense and, to the greatest extent possible, connect at suitable border points with routes of continental importance in Canada and Mexico.

Non Interstate NHS:

Principal arterials other than the Interstate that serve major travel destinations and transportation needs, connectors to major transportation terminals, the Strategic Highway Network and connectors, and high priority corridors identified by law.

State Designated Highway Systems

Primary Highway System:

Highways that have been functionally classified by the Department as either **principal or minor arterials** and that have been selected by the Transportation Commission to be placed on the Primary Highway System. [MCA 60-2-125(3)]

Secondary Highway System:

Highways that have been functionally classified by the Department as either **minor arterials or major collectors** and that have been selected by the Transportation Commission, in cooperation with the boards of county commissioners, to be placed on the Secondary Highway System. [MCA 60-2-125(4)]

Urban Highway System:

Highways and streets in and near incorporated cities with populations of over 5,000 and within urban boundaries established by the Department, that have been functionally classified as either **urban arterials or collectors**, and that have been selected by the Transportation Commission, in cooperation with local government authorities, to be placed on the Urban Highway System. [MCA 60-2-125(6)]

State Highways:

Highways throughout the state that are not located on a defined highway system but that are on the state maintenance system. [MCA 60-2-125(5)]

Transportation Terms and Definitions

Apportionment - State's share of Federal program categories such as Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, etc. as determined by the current federal highway act (TEA-21). Average annual total apportionment for Montana under TEA-21 is about $261 million. About 90% of this amount is available for annual expenditure.

Authorization - The Federal act, such as TEA-21, that establishes the program parameters including the upper limit of what may be expended. Within the TEA-21 authorization the upper limit available for Montana is a sum of the various program apportionments which averages $261 million annually.

BR (Bridge) - Federal funding program which provides a percentage of Montana's apportioned funds. These funds must be used on bridge construction/rehabilitation projects. Transfers are possible, but rarely done due to bridge needs.

CE (Construction Engineering) - Project phase that runs concurrent with construction. CE includes on-site engineering oversight and design modifications to address site specific issues that could not be identified until work was initiated.

CMAQ (Congestion Mitigation & Air Quality Improvement Program) -Federal funding program which provides a percentage of Montana's apportioned funds. These funds are designated for projects which will alleviate roadway congestion and improve air quality. Much of the funding under this program can be transferred to other projects. Montana has the Montana Air & Congestion Initiative (MACI) that takes advantage of this flexibility to proactively address air quality/congestion problems before areas reach non-attainment status.

CN (Construction) - Project phase when the actual roadway construction work takes place. This phase is the culmination of all other phases (PE,R/W,IC) and accounts for the largest area of expenditure.

Transportation Terms and Definitions

CTEP (Community Transportation Enhancement Program) - MDT developed this program with MACO and the League of Cities and Towns to utilize all of the Surface Transportation Program (STP) funds set-aside for transportation enhancement projects. These projects are selected by local government agencies and do not compete in MDT's project selection process.

Expenditures - Funds that are actually paid out to contractors, suppliers, consultants, and MDT staff for work completed and materials provided.

FTEs - Full time employees

IC (Incidental Construction) - Project phase when MDT expends funds and takes action to address incidental issues as a result of a planned project. Generally, incidental construction costs can be attributed to relocating utilities which occupy MDT right-of-way.

IM (Interstate Maintenance) - Federal funding program which provides a percentage of Montana's apportioned funds. These funds are be used to maintain the Interstate System as defined in Federal statute and cannot be used to add capacity. Transfers to other systems are allowed.

ISTEA - The previous Federal transportation authorization act which was in effect from FFY 1991 to 1997. The full title was "Intermodal Surface Transportation Efficiency Act".

NHS (National Highway System) - Federally designated system and associated funding program which provides a percentage of Montana's apportioned funds. The National Highway System is a national network of highways designated by the 1995 NHS Act. These highways must be principal arterial routes and maintained/ designed to higher standards to provide cross state and regional mobility. NHS funds must be used on NHS routes as defined in Federal statute although some transfer is allowed.

Obligate - To assign funds for a specific project. Once funds are obligated for that project, they have been set aside and will not be available for other projects. From the Federal perspective it is an obligation to pay out money on a specific project phase.

Transportation Terms and Definitions

Obligation Authority - Federal action that allows the state to obligate all or part of the funds they were previously authorized (through authorization acts such as ISTEA or TEA-21). Obligation authority is established in the annual Federal appropriations process and is usually about 90 % of the authorization levels.

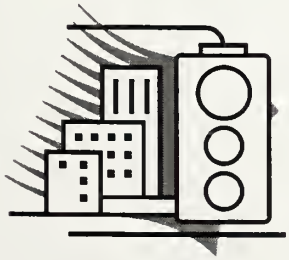
PE (Preliminary Engineering) - The beginning phase of a project that includes the environmental process, surveying, public involvement, preliminary design, and final design.

Programming - Programming is the step necessary to obligate funds for a project or phase of a project. Projects are initially programmed after they are approved by the Transportation Commission. Once a project or phase has been programmed, MDT staff can charge time, actions, and materials against a project number and obligated funds.

R/W (right-of-way) - Project phase where MDT expends funds and takes action to obtain right-of-way for highway construction or reconstruction. This phase includes survey work, property value assessment, negotiations, deed amendments, and litigation.

STP (Surface Transportation Program) - Federal funding program which provides a percentage of Montana's apportioned funds. Surface Transportation Program funds can be used for almost any roadway improvements/projects. These funds support the Primary Highway System and are sub-allocated to projects on Montana's Secondary and Urban Highway Systems according to statutory formula.

TEA-21 - The Federal transportation authorization act adopted in FFY 1998. The "Transportation Equity Act for the 21st Century" provides the structure for distribution of federal transportation funds through FFY 2003.



NOTE: For more transportation acronyms see *MDT's Transportation Acronym Guide* at www.mdt.state.mt.us

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2001

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